

1962
RAMBLER

**DATA
BOOK**



CLASSIC-6 . . . AMBASSADOR V-8



AMERICAN MOTORS

presents

**CLASSIC 6
AMBASSADOR V-8**

RAMBLER

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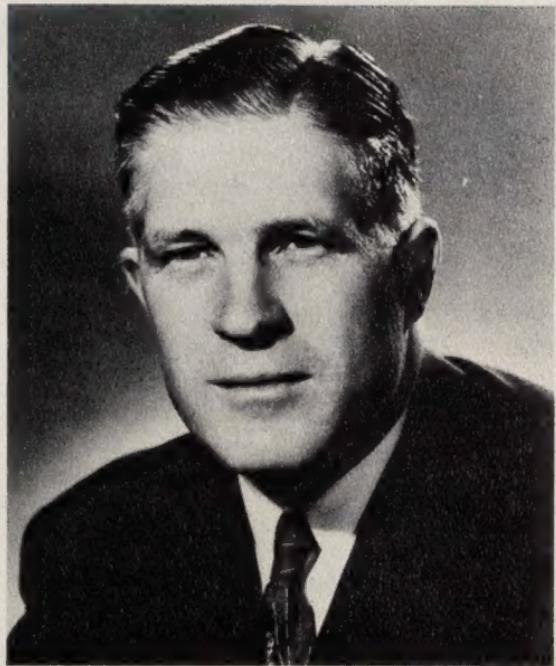
the PURSUIT OF QUALITY

In presenting Rambler for 1962, the pursuit of quality even exceeds the efforts of previous years . . . efforts that have made Rambler the World Standard of Compact Car Excellence. Highest quality has been designed and built into every car. We thoroughly check every component part . . . every step of the manufacturing process and every car as it comes from the assembly line to assure the performance, dependability and troublefree service expected from Rambler. As evidence of our endeavors to produce the finest car on the road, we employ a far higher ratio of inspectors in relation to production workers than the industry average.

Because of the thoroughness of the new Rambler Customer Quality Assurance Program, the chassis lubrication period for the Classic and Ambassador is extended to 33,000 miles or 3 years. Engine oil and filter changes are normally required only every 4,000 miles. The full-fill engine coolant has a 24-month or 24,000 mile warranty, as does the new, powerful Rambler battery.

Over 22 years ago, we pioneered Single-Unit construction, further improved for '62 to assure stronger, safer, more rugged automobiles. Our improved Deep-Dip rustproofing process protects every Rambler clear to the roof against rust and corrosion. Only Rambler has the long-life assurance of the improved Ceramic-Armored muffler and tailpipe. And, the new Self-Adjusting, Double-Safety Brake System is standard on all Ramblers for 1962.

Every Rambler dealer and salesman should study the facts in this 1962 Data Book. It is filled with information needed for a profitable sales job in the growing compact car field.



George Romney
George Romney, President
American Motors Corporation



the RAMBLER STORY

of SUCCESS...1902 to 1962

The 1902 Rambler was one of America's first mass produced cars in that legendary era in which the fabulous automotive industry was born. Rambler quickly established an outstanding reputation for dependability and advanced design far ahead of its time. In 1950, the Rambler name again appeared on a smart, compact, and economical car specifically designed to meet the needs of our changing times. The fabulous Rambler success in the ensuing ten years is now a matter of record. No other car, in the last decade, has met with such overwhelming acceptance in a highly competitive market. As further evidence, Rambler resale and trade-in value is now among the highest.

1956 was a year of sweeping change for Rambler. In 1957, a bold move further penetrated the low-priced field by offering a Six and a new V-8. Restyled and re-powered for 1958, and further improved from '59 to '61, Rambler retained the concepts responsible for the unprecedented rise in popularity. In addition to the successful 108" wheelbase Classic Six, the new Ambassador V-8 series, now also on the same wheelbase, is offered to powerfully concentrate on the compact car mid-size concept. A multitude of improvements have been added for 1962. With advanced design concepts, the Rambler is quality-built by modern production techniques. Thus, the 1962 models are destined to add another bright chapter to the amazing success story.

RAMBLER CLASSIC... *Most Functional, All-Purpose Compact*

RAMBLER AMBASSADOR... *The Action-Packed Compact*

108" WHEELBASE	6210, CLASSIC-6			6280, AMBASSADOR V-8		
HORSEPOWER	127 (138 Optional)			250 (270 Optional)		
MODELS	DELUXE	CUSTOM	400	DELUXE	CUSTOM	400
2-DOOR CLUB SEDAN	6216	6216-2	6216-5	—	—	—
4-DOOR SEDAN	6215	6215-2	6215-5	6285 Fleet Only	6285-2	6285-5
4-DOOR "CROSS COUNTRY" STATION WAGON	6218	6218-2	6218-5	—	6288-2	6288-5
4-DOOR "CROSS COUNTRY" 3-SEAT STATION WAGON	—	6218-4	—	—	—	6288-6

The 1962 Rambler is available in four basic body styles on a 108" wheelbase. The complete line includes the ever popular 4-door sedan, and the increasingly popular 4-door station wagons in both 2- and 3-seat models. And by popular demand, the 2-door club sedans are added for 1962.

The differences between the various Rambler models are concerned with engine, mechanical components, trim and equipment. Rambler models feature a generous customer warranty policy for one full year or 12,000 miles, whichever occurs first. See page 63, and owner's manual for more information.

CLASSIC 6



CLASSIC-6 DELUXE 2-DOOR CLUB SEDAN (Shown) 6216
CLASSIC-6 DELUXE 4-DOOR SEDAN 6215

108" WHEELBASE
2 & 4-DOOR SEDAN



CLASSIC-6 CUSTOM 2-DOOR CLUB SEDAN 6216-2
CLASSIC-6 CUSTOM 4-DOOR SEDAN (Shown) 6215-2

CLASSIC-6
400
2-Door Club Sedan
6216-5



CLASSIC-6
400
4-Door Sedan
6215-5
(Shown)

CLASSIC 6

108" WHEELBASE, 2 & 3 SEAT
STATION WAGON



CLASSIC-6 DELUXE
4-DOOR "CROSS COUNTRY" STATION WAGON..... 6218



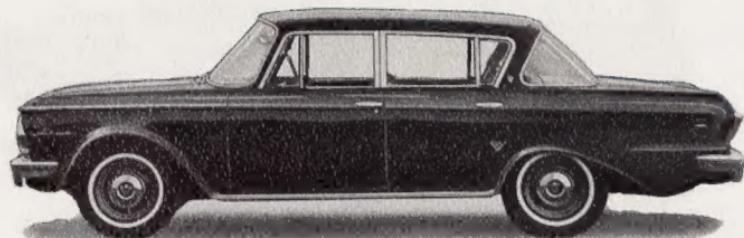
CUSTOM 4-DOOR "CROSS COUNTRY" STA. WAG.
CLASSIC-6 2-SEAT, 6218-2 3-SEAT, 6218-4



CLASSIC-6
"400" 4-Door
"Cross Country"
Station Wagon
2-Seat.....6218-5

AMBASSADOR V-8

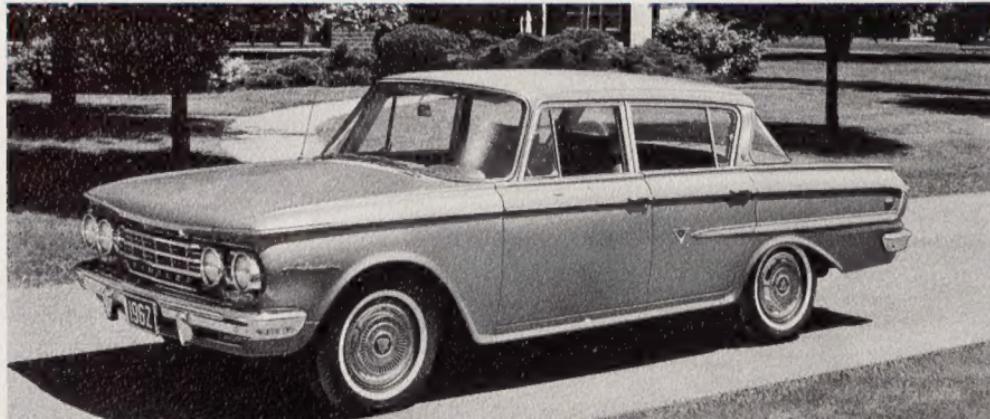
108" WHEELBASE SEDAN



AMBASSADOR V-8 DELUXE 4-DOOR SEDAN.....6285
FOR FLEET SALES ONLY



AMBASSADOR V-8 CUSTOM 4-DOOR SEDAN.....6285-2



AMBASSADOR V-8
400
4-Door
Sedan6285-5

AMBASSADOR V-8

108" WHEELBASE, 2 & 3-SEAT
STATION WAGON

AMBASSADOR V-8

Custom 4-Door

"Cross Country"

Station Wagon

2-Seat.....6288-2



AMBASSADOR—V-8

"400" 4-Door

"Cross Country"

Station Wagon

2-Seat.....6288-5

3-Seat.....6288-6



RAMBLER with refined

STYLING . . .

DUAL-HEADLIGHTS . . . The four horizontally mounted sealed-beam lamps are standard on all Classic and Ambassador models. The outer lamp has two filaments while the inner lamp has one. For highway driving, requiring "high-beams", all four lamps give a total of 150 watts instead of 100 as on single lamp systems. The lower filament of the outer lamps and the single filament inner lamps are then on together. More light is thus provided for better visibility especially over rolling roads. For normal driving, requiring "low-beams", only the upper filament in the outer lamps is on. The inner lamps are off. This results in an increased wattage of 100 as compared to 80 on single lamp systems. More light is directed to the left side of the road to aid in seeing objects and silhouettes. A foot operated dimmer switch changes beams. The lamps are attractively mounted in twin-frames of anodized aluminum. For 1962, new park-turn lights are relocated for greater protection and visibility under the headlights.



FROM THE FRONT

GRILLE . . . Styled as a solid integrated design, the new rectangular patterned, stepped-profile grille is a one-piece aluminum extrusion with a bright anodized finish. Both the Ambassador Custom and 400 models are trimmed with a hood-to-fender molding identified in the center with a crest. Classic models are otherwise identical. RAMBLER letters are in the lower hood opening which is framed with a trim molding between the higher-positioned park-turn lights on Custom and 400 models. An air-scoop is located below the bumpers.

BUMPERS . . . The one-piece, full-width front and rear bumpers provide wrap-around protection and are made of heavy-gauge steel richly chromed. Lower bumper guards are standard.

HOOD . . . The big twin-panel hood is rigid. Sloping hood provides excellent visibility, and is wide for easy engine access. A double-action hood lock and release provides easy operation. The tension coil spring hood hinge provides positive opening and holding. Fiberglas hood insulation is standard on Ambassadors.

FRESH AIR INTAKE . . . Flush-type air intake is mounted at hood level windshield base to draw in fresh air above low-lying exhaust fumes and road dust. Air intake also feeds the two vent channels. A new inlet screen traps leaves, etc.

WINDSHIELD . . . The new windshield with an increased slant height of 20" results in a larger area of 1260 sq. in. (was 1154). Curvature of the laminated safety plate glass is designed to prevent distortion. Slim pillars are slanted for maximum entrance room. Chrome content stainless steel mouldings are standard.

RAMBLER

with Refined Styling...

From the side, all Rambler models present an exciting appearance. The low, smooth belt-line flows horizontally rearward to the gently tapered rear fender top in a smart, contemporary manner.

The low roof panel with new side and rear sculptured crease lines is smooth and free flowing. Front pillar is slanted for full entrance width. The new slimmer center pillar is fully concealed with doors closed. The new round-cornered rear pillar is slim for pleasing appearance and visibility.

New side mouldings are different for each series.



CLASSIC 6



AMBASSADOR—V-8

. FROM THE SIDE

- FRONT FENDERS . . . Trim, flat-crowned fenders sweep gracefully into the side panels to provide clean lines with a neat sculptured look. Flanged full wheel openings with sweeping lines accent the wide tread and smart wheel discs. The functional dual-headlights are integrated into the bold fender design.
- REAR FENDERS . . . The new rear fenders are styled in good taste and form an integrated all-welded structure of great solidity. A crisp fender profile with contemporary simplicity is carried forward in a sculptured manner. The gently tapered fender-top blends smoothly forward into the front fender.
- CONTOUR MOULDINGS . . . Custom and 400 models have all-new mouldings to accent styling and to provide distinctive lines. All 400 models feature an anodized aluminum side panel. Ambassador 400 has a stainless-steel rear pillar cover.

● UPPER STRUCTURE . . . Rambler's unparalleled vision and airy upper structure is made possible by the trim shallow top and low belt line. The new sculptured roof panel blends freely with the new round-cornered rear pillar structure. The slim reverse angle rear pillar aids vision and permits maximum seat width. In addition, the front, center and rear pillars give structural strength for greater protection.

● DOORS . . . Doors are perfectly proportioned and open to 75 degrees for easy entrance and opening, and are equipped with positive door checks. The outside door handles are of the safety squeeze-type, and the new rotary door locks provide safe positive closure. Extruded, anodized aluminum window frames and new concealed center pillar are featured on all models. Doors are sealed tightly with rubber seals which are doubled on the aluminum window frames. All 400 models plus Custom Ambassadors are equipped with adjustable rear vent windows.

RAMBLER

with Refined Styling...

From the rear, the new Rambler models emphasize the distinctive unity of smart styling and function that places these new cars far beyond the ordinary. The smooth roof, rear window, rear deck, tail lights, rear fenders, and full-width bumpers have been carefully related, one to the other, to achieve classic harmony of form and proportion.

The big trunk lid integrates the styling theme of the tapered rear fenders, and is proportioned for easy access.



CLASSIC 6



AMBASSADOR V-8

FROM THE REAR



The big deep-cut lid makes loading easy. Large luggage space of 13.5 cubic feet is based on the SAE, AMA standard luggage rating system. Total trunk volume is 27.9 cubic feet. The spare tire is vertically mounted in the right side of the trunk.

Rotary type trunk lock is rugged and retains adjustment. Key lock has a new added cover to prevent freeze-up in winter.

Automatic trunk light is part of the optional light package.

● REAR WINDOW . . . Vision is best demonstrated by the remarkable view through the generous rear window. The one-piece tempered safety plate glass has an area of 1236 sq. in. The window is over five feet wide (61.4"). The moderate slant angle minimizes distortion and double-image problems, common on some cars. Chrome content stainless steel mouldings are used.

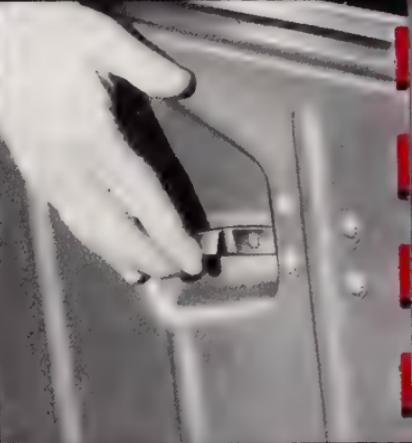
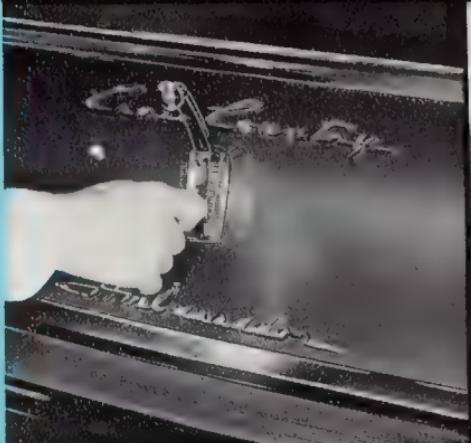
● REAR DECK . . . The rear deck is high and flat to provide maximum luggage space. The trunk lid is counterbalanced with a torsion-bar spring hinge for easy opening. The lid extends down to the bumper for easy loading. The license plate on Sedans is newly relocated on the trunk lid.

● TAIL-LIGHTS . . . New, highly visible tail-lights are faired into the center portion of the fenders. Classic features new circular tail-lights while the new square-cut design is for the Ambassador. Stop, tail and parking lights are combined as a unit. Reflector is designed into the red plastic lens. Optional back-up lights are located in the lower portion of the tail-lights.

TAIL-GATE LATCH . . . A large handle permits tail-gate opening with one simple hand-pull action after lowering window. The handle, which is recessed on the inside surface of the tailgate, controls sliding latches located on each side of the tail-gate. The single-step striker plate gives positive locking action. Side-locking handles are eliminated which provides full usage of the rear opening width. The tail-gate is fully spring counterbalanced for easy operation.

FOLDING REAR-SEAT . . . The rear-seat folding system allows use of area behind front seat. The rear-seat back is held in the upright position by metal clips mounted on the rear wheel-wells. The rear-seat back is held down in the folded position by two fabric straps which snap-on the rear-seat base. A chrome bar acts as a robe-rack, and as a stop-bar for cargo on 400 models.

CROSS COUNTRY



..... STATION WAGON FEATURES

- TRAVEL-RACK and TAIL-GATE WINDOW . . . The unique stepped roof and gleaming chrome Travel-Rack on all Rambler station wagons are distinguishing features found on no other car. Leather luggage straps for car top carrying are dealer accessories. The rear window, made of tempered safety glass, lowers fully into the cargo door. The upper tail-gate is eliminated and full ventilation is provided with the roll-down window. The tail-pipe ends just behind rear wheel, reducing exhaust fume intake with open window.
- CARGO COMPARTMENT . . . The Rambler station wagons are designed for large cargo carrying capacity—made possible by generous interior dimensions and wide cargo door opening. The cargo capacity measures a full 80 cubic feet with rear seat down, and the square-cut tail-gate opening is four feet wide. New molded plastic side panels improve appearance and gain cargo room. Complete dimensions on page 81.



FEATURES *of the unique* **3-SEAT CROSS COUNTRY**



Side-hinged door is standard on 3-seat wagons, and is an extra cost option for 2-seat models, in which case, inside door and window handles are removed and provided on outside.

The unique three-seat "Cross Country" station wagon is offered as a Classic-6 Custom and Ambassador V-8 400 model. Smart exteriors are basically the same as that of the two-seat models. However, the tail-gate is replaced by a left-side-hinged door, the first in a U. S. passenger car. The wide rear door improves the ease of entry and exit for passengers by eliminating the lower tail-gate. A single position door stop holds the door fully open. Door opening angle is increased from 75 to 90 degrees, permitting wider cargo loading for '62.

The door locking arrangement is a positive safety feature, especially noteworthy for children. The door may be key-locked from the outside, and when so locked, cannot be opened from the inside. Also, the door may be positively locked from the inside by turning the inside door handle (right side) up to the lock position, and when so locked, can only be opened from the outside with a key. The rear window may be raised or lowered from the inside with a central crank-handle. An ash tray is centrally located on the top edge of the door on three-seat models.

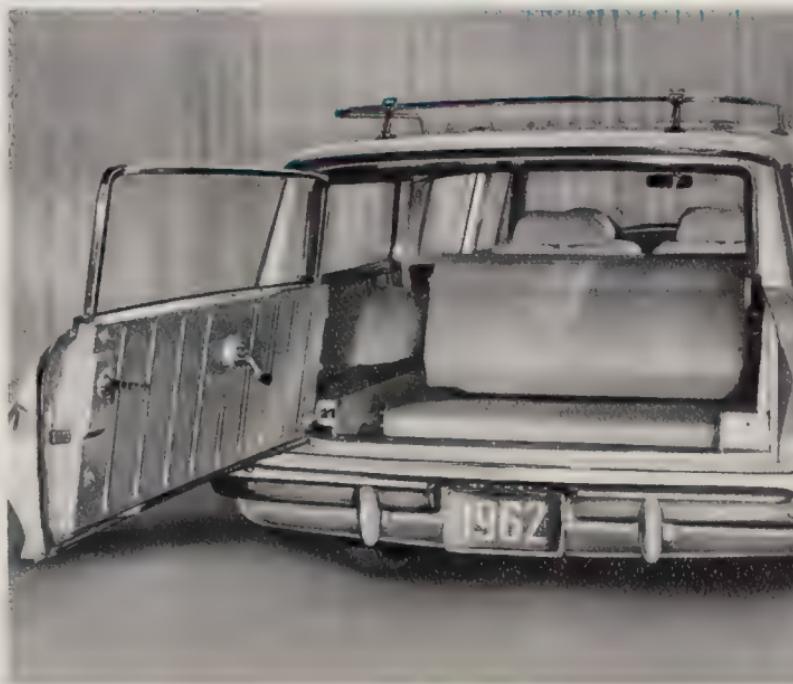
The wide rear-facing seat will easily accommodate two big adults and a small child, or three average children. Headroom, hiproom and legroom are well proportioned and sized for comfort. The seat-cushion and seat-back are of the deep coil-spring type with thick cotton padding. For ease of entry and exit, a lower metal panel at the extreme rear folds down.

Cargo dimensions and space are identical with the two-seat models. For cargo conversion, the lower panel at the rear is turned up and snapped into position. Next, the seat-cushion is rotated up and rearward, thus folding flat. Then the seat-back is pulled down flat to provide normal cargo area. For greater area, the regular rear seat is folded down and strapped in place as on other models.

The three-seat wagon features four Captive-Air safety tires as standard, with whitewalls optional (see page 61). Bumper jack and wrench are not necessary with four Captive-Air tires.

3-SEAT CROSS COUNTRY

*offers a full measure of
CONVENIENCE & UTILITY*



**ALL-WELDED
SINGLE-UNIT
CONSTRUCTION**

THIS RAMBLER IS BUILT WITH AN ADVANCED METHOD OF BODY CONSTRUCTION IN WHICH THE BODY AND FRAME ARE COMBINED INTO A SINGLE ALL-WELDED STRUCTURAL UNIT. PIONEERED AND BUILT EXCLUSIVELY BY

AMERICAN MOTORS CORP. DETROIT MICH.

BODY No.

MODEL No.

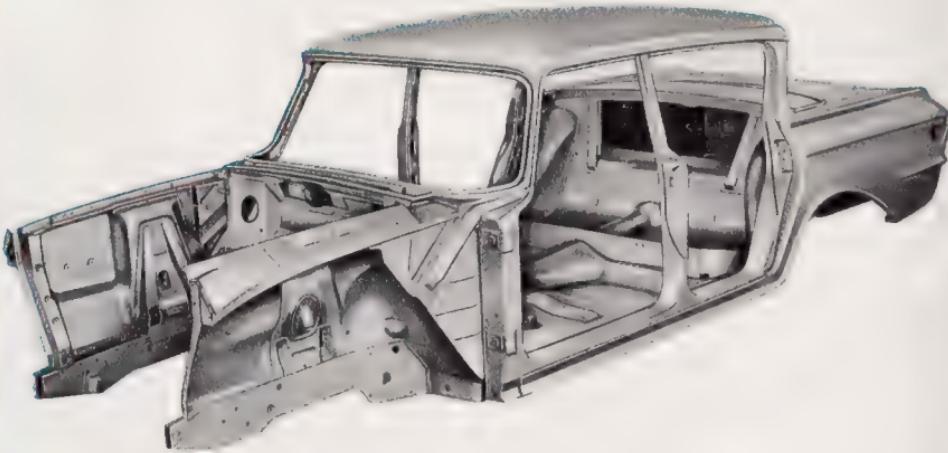
TRIM No.

PAINT No.

This identification plaque is affixed to every Rambler to serve as a symbol of the strength and safety built into the All-Welded Single-Unit body structure.

In ordinary body-and-frame construction, the separate frame is located below the passenger compartment. In single unit construction, the passenger compartment is protected on all sides by a one-piece, three-dimensional structural unit with greater strength and less weight. Rambler has structural members forward of the firewall to act as a safety barrier.

RAMBLER ... *the strong, silent type* ... sturdy ... spacious



In addition to numerous styling changes, the front-end lower boxsill structure has been redesigned for increased torsional rigidity. The greater strength of the front-end structure provides a firmer mounting for the engine, and for the new front suspension components resulting in a more solid feel for improved handling qualities on the Classic and Ambassador.

The revolution in transportation caused by the advent of the modern all-metal airplane and the modern streamlined high-speed train was made possible by the single unit concept of structural design. American Motors is the first manufacturer to successfully apply this concept to another form of transportation—the passenger car. In so doing, the conventional "horse-and-buggy" method of bolting a body to a separate heavy frame has been completely outmoded. Realizing this, other U. S. car-makers, following American Motors pioneering, have previously adopted unit construction on their higher priced lines of cars as well as the new smaller cars introduced recently.

The all-welded single unit structure shown on the opposite page represents over 22 years of engineering know-how and experience with this type of body construction. By taking advantage of the inherent greater torsional and bending rigidity of single-unit construction, American Motors can build stronger, safer cars with more room inside and less bulk outside, and without body rattles and squeaks. Front fenders are bolted-on for easy repair or replacement. Provisions for the engine mounting, wheel suspensions, heater and air conditioning system have been completely integrated into the design of the basic body structure.

THE "FINISHING" TOUCH

- 15 COLORS . . . All 1962 colors are of the "super enamel" quality.

Following 11 colors are standard on all models:

- P1 Classic Black (Same as '61)
- P27 Sonata Blue (Same as '61)
- P30 Briarcliff Red (Same as '61)
- P31 Inca Silver, Metallic (Same as '61)
- P35 Baron Blue, Metallic
- P36 Glen Cove Green
- P37 Elmhurst Green, Metallic
- P38 Algiers Rose Copper, Metallic
- P40 Majestic Blue, Metallic
- P42 Sirocco Beige
- P72 Frost White (Same as '61)

Following four colors are standard on 400 models and extra cost on Deluxe and Custom models:

- P15 Aqua Mist, Metallic (Same as '61)
- P33 Jasmine Rose (Same as '61)
- P39 Villa Red, Metallic
- P41 Corsican Gold, Metallic

- 44 TWO-TONE COMBINATIONS . . . Two-tones are optional at extra cost on all models. See the Color and Upholstery book for availability.

- FULL UNDERCOATING . . . For 1962, full car undercoating is a low-cost factory applied option. There is a big advantage in having undercoating applied before the car is subject to the elements. Undercoating protects the under-body against rust or corrosion, helps insulate against dust, fumes, cold, heat and road noise.

- SUPER ENAMEL . . . The hard surface finish retains high luster, and resists dulling, chalking, chipping and marring. New, all-nylon clips replace steel to prevent premature rusting at molding attaching holes.

Built To Last Longer

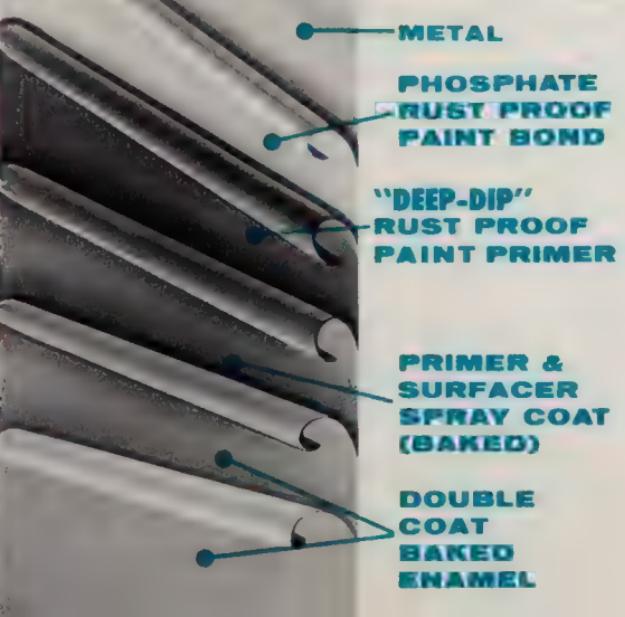
. . . Not Look Longer

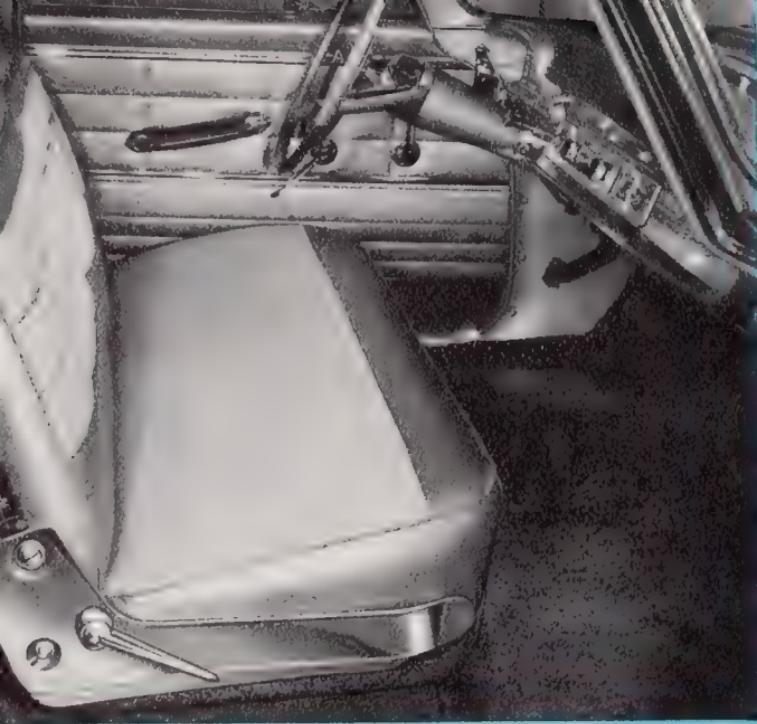
Surfaces of the under-body side-sills (rocker-panels) are initially protected against rust with a special galvanized coating (zinc-clad steel).

To retard rusting and corrosion underneath, all sheet metal parts are treated with a "Deep-Dip" paint primer bath process. The basic body structure is completely immersed in a chromate primer tank so that the protecting chemicals can reach inaccessible or shielded body areas up to the roof panel. The non-metallic chromate primer compound provides an effective and lasting anchor for the finish in addition to preventing the spread of rust when the finish is scratched or dented, and when exposed to road or weather elements. A.M. was the first U.S. car manufacturer to adopt this process on 1958 models.

All colors are "Super" quality baked enamel, carefully applied with modern techniques. Super enamels retain a high luster with resistance to chipping, marring and weather effects. Unlike lacquer, which requires sanding and buffing to obtain gloss, baked enamel finish is glossy on application.

Finished car bodies are subjected to a high-pressure water-spray test to detect and prevent possible leaks.





New interiors perfectly complement the striking new exterior styling. Outstanding utilization of space gives full roominess unsurpassed in the competitive car field.

◀ AMBASSADOR V-8

"400" Series Standard Trim

AMERICA'S SMARTEST INTERIORS

RAMBLER CLASSIC 6

"400" Series Optional Trim

with Bucket Front Seats

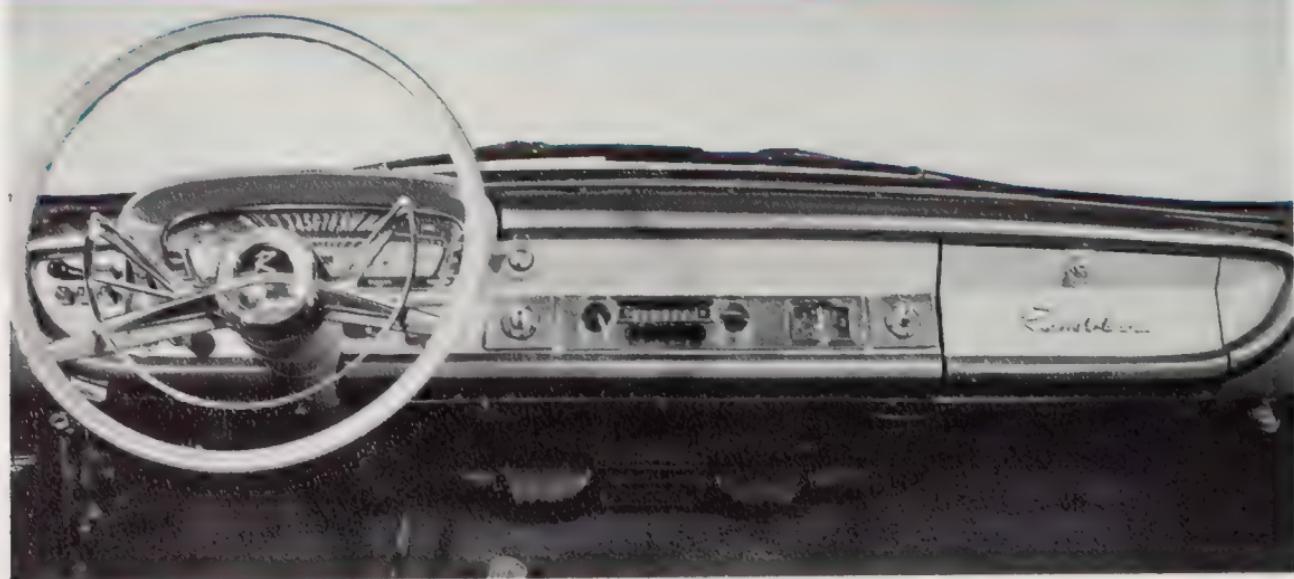


... STYLED FOR COMFORT AND LUXURY

TRIM AND APPOINTMENTS . . . The new upholstery and trim combinations include vinyls with harmonizing miracle fabrics, or all-vinyl with the use of porous vinyl for added ventilation. With optional bucket front seats, all seats are trimmed in pleated vinyl. Type of floor covering is shown on pages 76 and 77. Door trim panels feature striking new design patterns in durable vinyl that effectively combine eye appeal with durability. Aluminum door panel scuff plates are featured on the "400". New window regulators, door handles, and arm rests are distinctive in design and are located for convenience. All models feature cushioned acoustical molded fiber-glass ceiling panels (see page 30).

INTERIOR ROOM . . . Ramblers possess remarkable interior roominess without sacrificing the concept of compact exteriors. Head, leg and shoulder-room are remarkably generous. For '62, rear seat legroom is increased by moving the floor depression farther under the front seat. Seat cushion springs are deeper and softer for improved comfort and headroom. Excellent chair-height proportions are not found on most other cars which have thin cushions located close to the floor. An arch in the front cushion provides air circulation to rear seat passengers. Exterior and Interior dimensions are in the "Specifications Section."

INSTRUMENT PANEL . . . refined for 1962



RAMBLER CLASSIC (for 6280, Ambassador horn button crest and script)



New Easy-Reading Instruments



Ambassador 400 Handi-Pak Net Carrier

DESIGNED for SAFETY and CONVENIENCE

The 1962 instrument panel harmonizes with the striking new interiors and provides exceptional comfort, convenience, and safety for the driver and passengers.

Twin instrument panel courtesy lights are part of a factory light package option. See page 26.

- **INSTRUMENTS . . .** A new semi-elliptical cluster is centered in a raised position front of the driver. The speedometer dial, and warning lights for battery charge and oil pressure are extremely legible. The mid-dot on temperature gauge is changed to an arc which more accurately indicates correct operating range temperatures. Push-button transmission controls are well lighted. Intensity of instrument lights is controlled with main light switch which also controls dome light.
- **CONTROLS AND SWITCHES . . .** All controls and switches are located for maximum convenience and safety. All are well marked and lighted for easy operation.
- **STEERING WHEEL . . .** The 17" diameter steering wheel features a deep recessed hub for safety in event of an accident. The painted hard-rubber steering wheels are reinforced with a steel inner frame. See pages 76 and 77 for use of horn-ring and wheel colors.
- **GLOVE BOX, ASH TRAYS AND CIGARETTE LIGHTER . . .** New molded plastic glove box is located on the right side (see page 26 for light). Twin ash-trays in front are standard on all models. Two rear door ashtrays and glove box key lock are standard, except Deluxe models. A cigarette lighter is standard on all models.

INTERIORS . . . with attention to detail . . .

VENT WINDOWS . . . A front vent window, with push-pull locking catch, provides no-draft ventilation. A rear door vent window is provided on most models. (See Equipment Chart on page 76.)

MIRROR . . . A new double-ball-joint arm permits swivel-action for greater safety and more adjustment. Hardware is chromed on 400 models. Non-glare inside chromed mirrors are optional and dealer accessories, as are outside mirrors.

FRONT SEAT CRASH PAD . . . As a unique styling and safety feature for the Ambassador 400, the rear of the front seat-backs are padded around edges.

SUN VISORS . . . Standard sun visors are improved for greater sun glare protection. Visors can be swiveled for side protection as well. Two visors are standard.

PADDED INSTRUMENT PANEL AND SUN VISORS . . . As a safety feature, these

items are offered as a combination option but are standard on 400 models. Padded sun visors have a new inner-support clip to prevent vibration.

DOME LIGHT . . . The circular dome light is centrally located to provide excellent illumination. A manual switch is built-in the main light switch. A new separate fuse is added for protection. On most models, automatic door switches are also used. (See page 76.)

OPTIONAL LIGHT PACKAGE . . . consists of trunk or cargo light, two courtesy lights, glove box light, park-brake warning light (also separate option) and front door dome light switch for Deluxe.

HANDI-PAK CARRIER . . . This is an exclusive standard feature for Ambassador 400 only. Maps, notes, cigarettes and small articles are within easy reach in the netting above the sun visors.

DOOR LOCKS AND HANDLES . . . The new rotary-action door lock provides improved door-holding capacity for greater safety plus smoother operation.

The door-lock striker plate incorporates a safety cap which provides more secure door locking in case of accident.

"Squeeze-type" outside door handles permit lock releasing by a light and natural finger grip with either hand. The handle is nearly flush mounted to eliminate the potential hazard in hook-type handles, and protects the lock from snow and ice. Front doors are locked from inside by pushing door handle down, while rear doors use a lock button.

See page 72 for Lock-O-Matic.



CLOCK . . . An electrically-wound self-regulating clock with a sweep second hand is standard on Custom and 400 models and extra cost on Deluxe models. Self-regulating feature eliminates a separate speed adjustment. If the clock is running fast or slow, hands are reset to correct time, and self-regulation will automatically change clock speed in proportion to the time change required.

The timepiece is an electrically-wound clock—not an electric clock. It has a high quality jeweled pin lever movement, the mainspring of which is wound electrically by a small motor. This feature is less sensitive to voltage fluctuations than a regular electric clock, resulting in greater accuracy. The clock eliminates ticking noise transfer into the radio, and is well illuminated for night driving.

COIL SPRING SEATING

for built-in comfort



Unlike many other cars, the Rambler front and rear seat cushion can be easily removed without tools if the need occurs when cleaning or looking for lost articles.

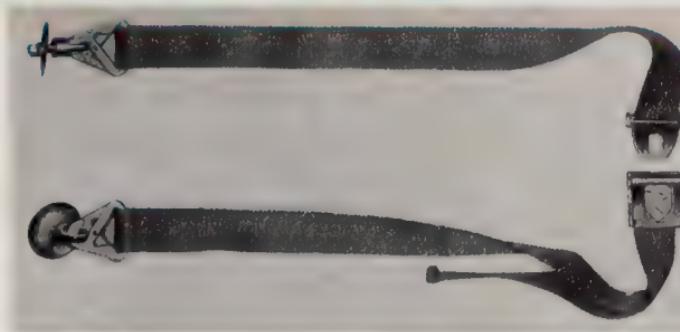
The new Rambler seats feature new deeper, full-coil spring construction—as on expensive furniture and inner spring mattresses. Many other automobiles, some costing thousands more, use less expensive flat springs found in cheaper furniture. The front and rear seat-cushion, and rear seat-back spring assemblies are coated with rubber, known as the "Acoustacoil" process, which soundproofs and stabilizes the coils. On 3-seat wagons, the rear facing seat also uses coil springs (uncoated).

Front seats are supported by a rigid tubular frame, adjustable fore and aft 6" on curved-tracks. Seat adjusting handle location provides easy access. Front seat side-wing panels are colored plastic on Custom models. On the 400, side panels and the added side ornament are chromed. Seat angle and height provides correct driving position for comfort on long trips. As a new standard feature, front seats have a 2" thick foam cushion. Rear foam cushion is optional extra, but standard on Ambassador 400. See pages 64-67 for optional seats and headrests.

SEAT BELTS . . . WIPERS

Quick-action, metal-to-metal buckle seat belts (front and/or rear) are a factory option or dealer accessory. Seat belts, developed for the Rambler by Hickok, are made of long-wearing all-nylon webbing meeting strength requirements of G.S.A. Federal Specifications and S.A.E. Standards. Front seat belt attaching plates and rear locating indentations are a new standard feature for all '62 models.

WIPERS . . . Vacuum-powered windshield wiper system provides efficient, quiet operation utilizing Trico components. Swept area is increased at outer travel for '62. Also, new wider, firmer wiper arms and low-friction rubber blades prevent roll-over action of blades. Vacuum booster fuel pump is standard and minimizes wiper slowdown while climbing or accelerating. As a feature, the 15" blades overlap 5" at the center. Rubber blades are easily replaced at low-cost. Optional washers feature a 4-hole nozzle.



CUSHIONED-ACOUSTICAL MOLDED FIBER-GLASS CEILING

As a unique feature again for '62, the Cushioned-Acoustical molded fiber-glass ceiling panel replaces the conventional fabric type. The fiber-glass panel is effective in deadening road noises, insulating against summer heat and winter cold, and is non-flammable and waterproof. The panel, which is one-piece on sedans and two-piece on station wagons, is permanently molded-to-shape for perfect fit, and improves headroom. Six ceiling colors with new linear texture are keyed perfectly to complement the new interiors.



MOLDED FIBER-GLASS CEILING

CERAMIC-ARMORED

MUFFLER & TAIL-PIPE



Ceramic-Armored muffler and tail-pipe are unique features for '62. The steel muffler and tail-pipe are coated by dipping in a liquid ceramic material and fired at extremely high temperatures. After the ceramic process, the muffler is wrapped with asbestos to insulate car floor, and then with a new aluminized steel shield to protect against damaging contacts. Both muffler and tail-pipe, impervious to corrosion effects, have a special warranty to the original owner as long as he owns the car. Mufflers are revised for an improved, quieter tone.

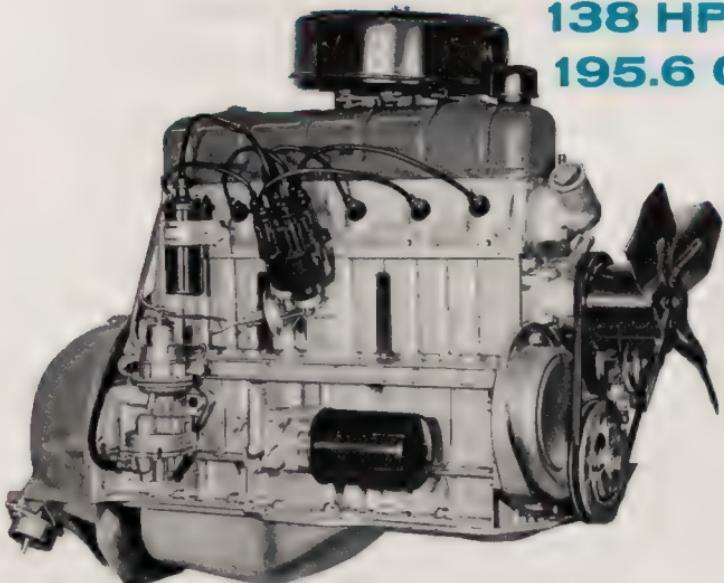
RAMBLER CLASSIC-6 POWERPLANTS

ECONOMY...PERFORMANCE...DEPENDABILITY...LOW-UPKEEP

127 HP STD.

138 HP OPT.

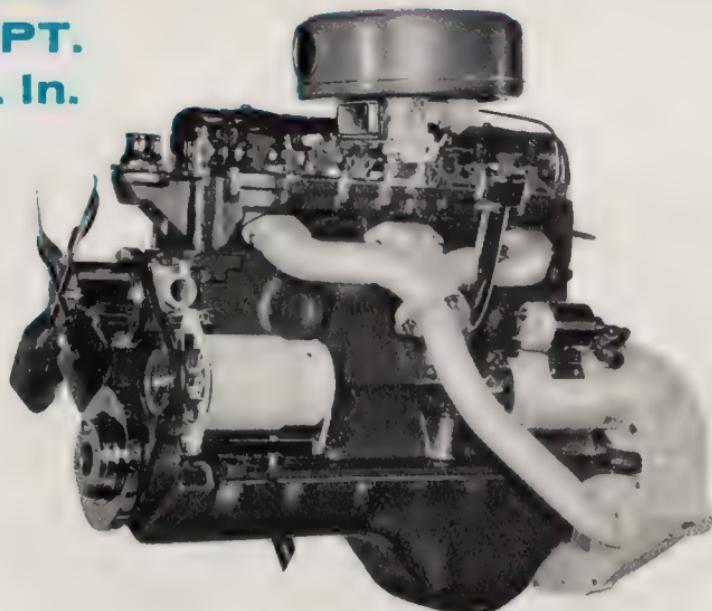
195.6 Cu. In.



DIE-CAST ALUMINUM BLOCK ENGINE

Standard on 400 Models . . .

Optional at Extra Cost on Deluxe and Custom

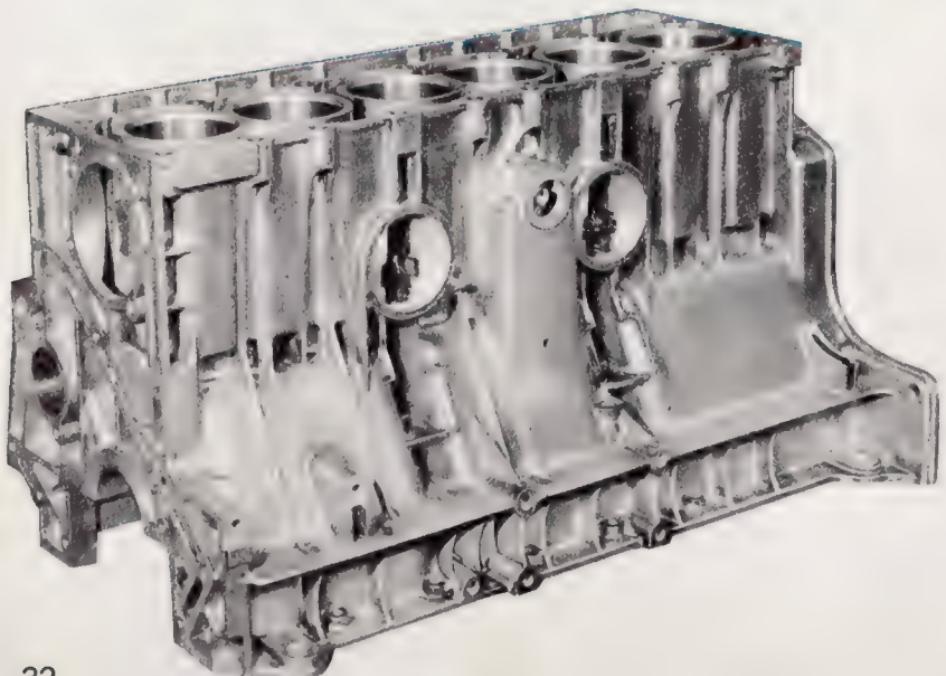


CAST-IRON BLOCK ENGINE

Standard on Deluxe and Custom

Optional (no cost) on 400

the light heart of the
CLASSIC-6
aluminum block engine



Backed by 6 years' design experience with die-cast aluminum engines . . . proven by over 2 million test miles on proving grounds, highway and track. . . . owner-proven on '61 models.

The die-cast aluminum alloy cylinder block, which weighs only 60 pounds, reduces front-end weight by 80 pounds. Precision, high-pressure die-casting process assures absolute uniformity and high quality. Centrifugally cast iron cylinder liners, with a wall thickness of .093" min., are mechanically and chemically bonded permanently to the aluminum block. Hydraulic valve tappets and full-flow oil filter assure quietness and long life.

The cast-iron head features integral valve guides, and new exhaust valves. The main and connecting rod bearings are steel-backed copper-lead alloy for longer service life.

balanced power and economy... proven, sound design

Supplementing extensive engineering test-cell and proving ground tests, a separate Million Mile Test was performed at Daytona International Speedway under official NASCAR supervision. Running night and day, week after week, ten Ramblers powered by the new aluminum block engine piled up a total of 1,000,000 miles of gruelling, high speed driving to prove—beyond all question—the superb durability, economy, and performance of the most advanced automotive engine on the American road.

The time-proven cast-iron block Rambler-6 engine is standard on Deluxe and Custom, and optional at no cost on 400 models. A partial-flow oil filter is standard. Also, solid valve tappets are used. The aluminum block engine is extra on Deluxe and Custom models.

Both powerplants are designed to provide power and torque characteristics perfectly suited for automatic or manual transmissions. Combined with Rambler's light weight, the engines provide acceleration and power response in all driving ranges, plus top economy on regular grade gas.

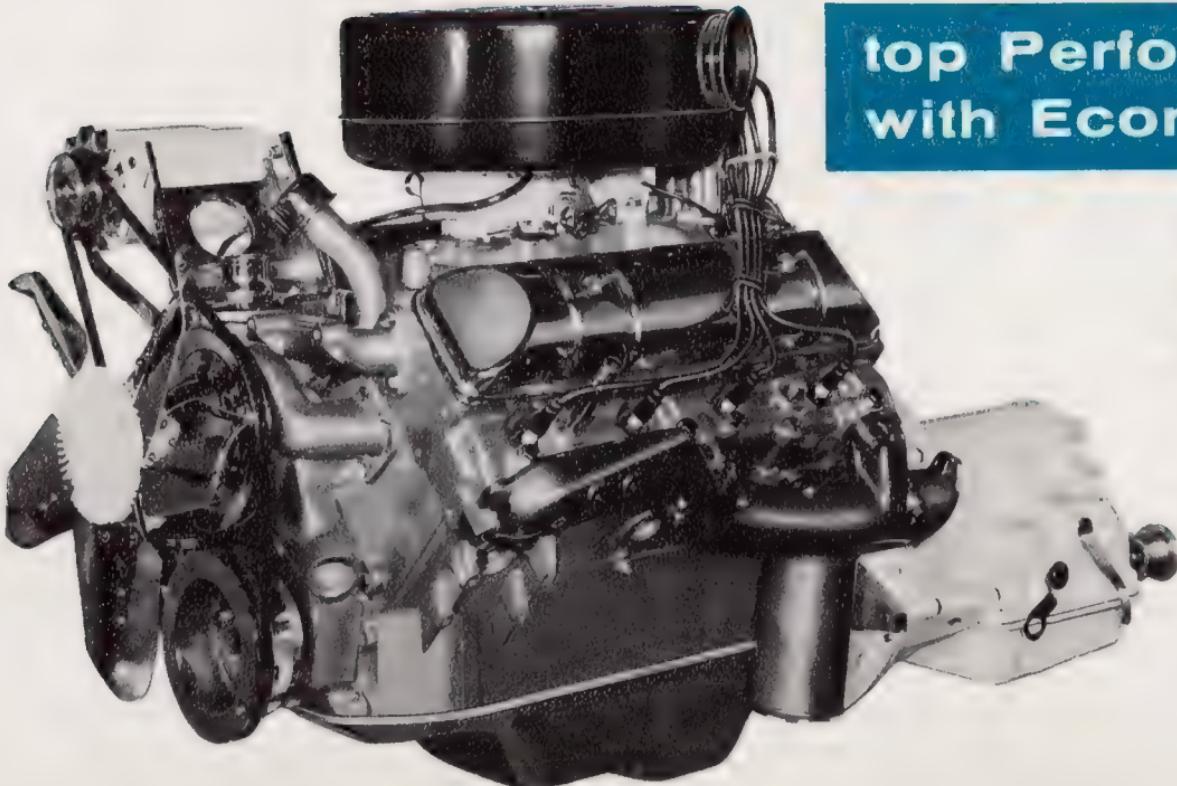
SPECIFICATIONS

CAST-IRON....ALUM.

Bore and Stroke	3 $\frac{1}{8}$ " x 4 $\frac{1}{4}$ "
Displacement	195.6 cu. in.
Compression Ratio	8.7:1
Brake Horsepower	127 @ 4200 RPM
Torque, lb. ft.	180 @ 1600 RPM
H.P. per Cu. In.	650
Twin-Throat Carburetor Option:	
Brake Horsepower	138 @ 4500 RPM
Torque, lb. ft.	185 @ 1800 RPM
H.P. per Cu. In.	706
Fuel Required	Regular
Block	Cast-Iron Alum.
Head	Cast-Iron
Water Pump	Cast-Iron Alum.
Valve Tappets	Solid Hydraulic
Oil Filter (Std.)	By-Pass Full-Flow

FEATURES . . . Holley Carburetor for manual transmission. Carter Carburetor for automatic transmission. Optional Twin-Throat Carter Carburetor. Wedge-Type Combustion Chamber. Wedge-Top Three-Ring Pistons. High-Capacity Water Pump. Rigid Engine Block. Iso-Thermal Intake Manifold. Stabilizer thrust-rod for all transmissions.

AMBASSADOR V-8 . . .



**top Performance
with Economy**

**327 cu. in.
250 HP Std.
270 HP Opt.**

TWO ENGINES for the "Action-Packed Compact"

The new 108" wheelbase Ambassador features the generously sized 327 cu. in. standard V-8 engine. The compact size and trim weight of the Ambassador is combined with the engine's economy and power output, offering a new high degree in responsiveness which will match or exceed competitive products on all important aspects of driving comparison.

The 1962 standard engine develops 250 horsepower and features an improved 2-barrel Holley carburetor and single exhaust system. A moderate 8.7:1 compression ratio, accomplished with low-top pistons, provides added savings with regular grade fuel.

The optional 270 horsepower engine offers top performance at all speeds, mainly in higher speed ranges. High torque also produces acceleration or get-away that delights the driver who wants top performance with greater ability to pass quickly and safely in tight traffic spots.

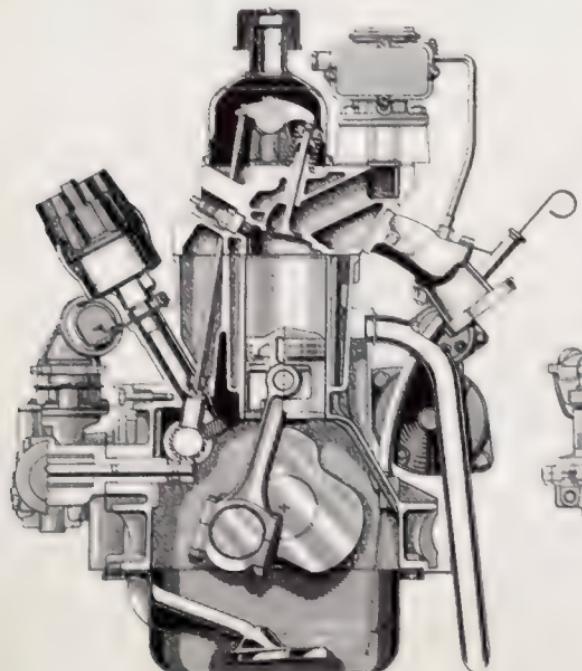
SPECIFICATIONS		STD.—OPT.
Bore and Stroke.....	.....	4" x 3 1/4"
Displacement.....	.....	327 cu. in.
Compression Ratio.....	.....	8.7:1—9.7:1
Carburetor Barrels.....	.....	Two—Four
Exhaust System.....	.....	One—Dual
Horsepower @ 4700 RPM.....	.....	250—270
Torque, lb. ft. @ 2600 RPM.....	.....	340—360
H.P. per Cu. In. ....	.....	765—.826
Fuel Required.....	.....	Reg.—Prem.

F E A T U R E S . . . Two- or four-barrel Holley carburetor. Free-breathing intake manifold. Rotating valves. Large diameter valve stems. One-piece exhaust valves. Valve stem oil deflectors. Low-friction design. Five main bearings. Hydraulic tappets. Two compression ratios. Full-depth engine block. Full length water jackets. Throw-away type full-flow standard oil filter. Heavy-duty cellulose-fiber standard air cleaner. Dual exhausts with optional engine. Fuel filter.

6 & V-8 A.M. POWERPLANTS *on the inside*

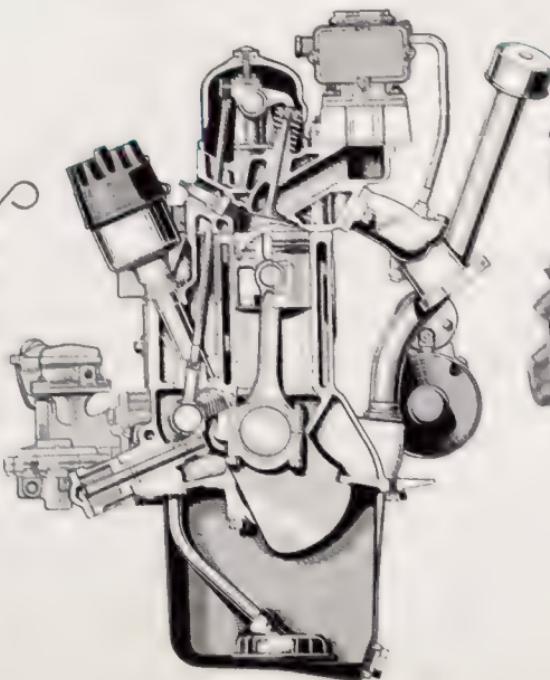
CLASSIC-6

Aluminum Block

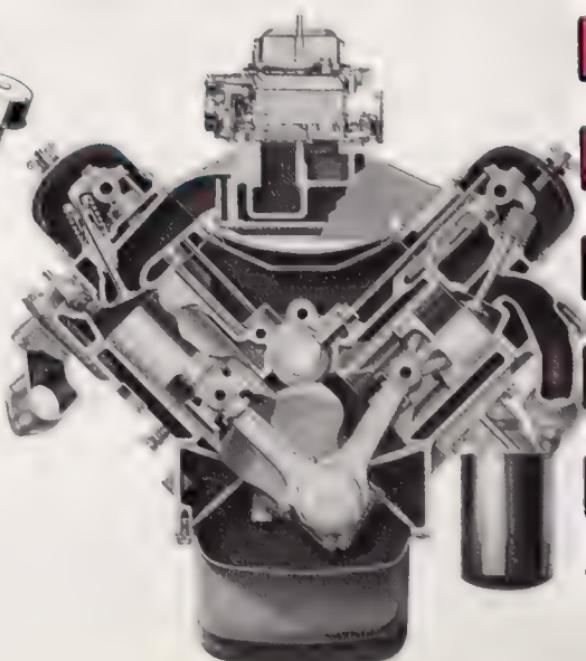


CLASSIC-6

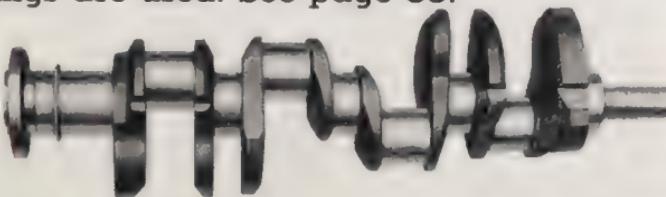
Cast-Iron Block



AMBASSADOR V-8



CRANKSHAFT AND BEARINGS . . . The rugged drop-forged steel crankshaft has four main bearings for the Six, and five on V-8 models. Journals are machined to extremely close tolerances. Steel-backed micro-babbitt or copper-lead alloy bearings are used. See page 83.



V-8 crankshaft is 100% mass balanced in the engine with flywheel, connecting rods, pistons, pins, rings, and pulley attached. This balancing method prevents a tolerance stack-up for smooth operation at all speeds. The OHV six also features a 100% counterbalanced crankshaft.

CAMSHAFT . . . The precision-ground special cast iron alloy camshaft is of the high-lift type for maximum performance.

CONNECTING RODS . . . The exceptionally rigid "I-section" connecting rods are drop-forged from high strength alloy steel.

EXHAUST SYSTEM . . . A special crankcase ventilation system is used to comply with certain state requirements (optional). Also, for all station wagons, an abbreviated tail-pipe termination point reduces intake of exhaust fumes with open rear window.

PISTONS . . . The cam-ground pistons are made of aluminum alloy with steel inserts for extreme lightness and close fit. The pistons are fitted with three rings. Two specially finished cast iron compression rings are used plus a 3-piece spring steel lower oil control ring.

VALVE AND HEAD . . . The intake and exhaust valves are manufactured from special heat resistant alloy steel for long life. Valve seat inserts are not required because of the extreme hardness of the cast iron alloy cylinder head which has generous water passages for cooling. Valve sizes are listed on page 82.

EXHAUST MANIFOLD . . . The sweep-type cast iron manifold is designed for maximum efficiency through low restriction of the flow of exhaust gases. Dual-Exhausts are included with the optional V-8 engines.

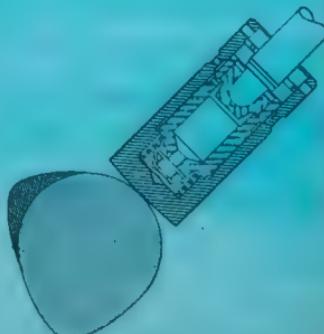
the American Motors Powerplants . . .

COMBUSTION CHAMBER . . . The design can best be described as a kidney-shaped, wedge type, cast chamber. Being cast, it requires a minimum of machining, and consequently volume and shape can be located for top efficiency. The kidney-shape gives a swirling action to the intake gas for better turbulence, and spark voltage requirements are quite low. There is no shrouding of the valves and therefore, a high volumetric efficiency is obtainable. Combustion characteristics are such that chamber shape controls the rate of pressure rise to minimize engine harshness. Spark plugs are cooled by large



water chambers. These plugs are located in such a manner as to minimize the "drowning effects" of unvaporized fuel during cold starts.

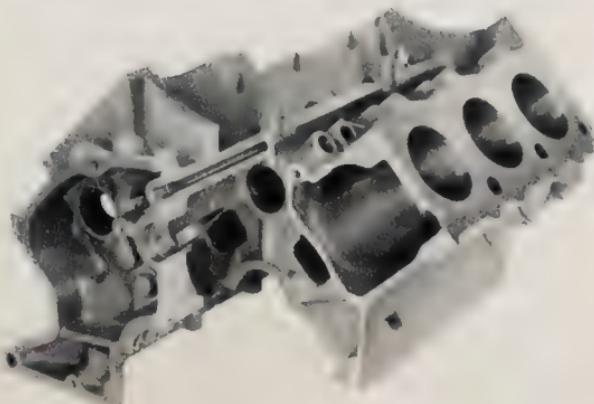
HYDRAULIC TAPPETS . . . On alum.-6 and Ambassador V-8, hydraulic tappets insure quiet operation by automatically compensating for "play" in the valve linkage. Hydraulic tappets permit valves to seat properly, thus maintaining full compression for top efficiency. These tappets are practical from a service standpoint since valve clearance adjustments are not required. Camshaft lobes are ground with a taper, and the tappet face has a spherical radius for tappet rotation to eliminate spot wear. On cast-iron-6, solid tappets are used.



with

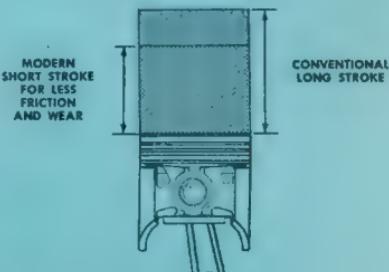
PROVEN ENGINEERING

V-8 CYLINDER BLOCK . . . Engine harshness and durability depends on the rigidity and design of the block. Compactness and low engine weight is achieved in the special cast iron alloy block. Internal oil and coolant passages are designed and located for top efficiency. The crankcase flange is $2\frac{3}{4}$ in. below the crankshaft center to provide inherent stiffness and a firm oil pan sealing flange. The flywheel

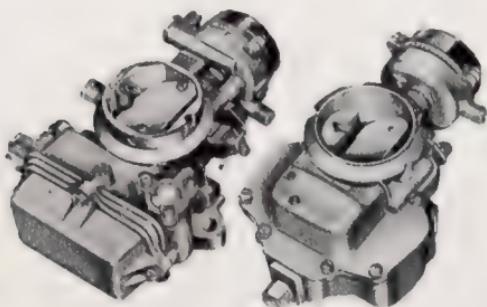


housing mounting surface provides a wide and deep base for drive train mounting. The 30 cylinder head bolts carry gas pressure loads evenly into the water jacket walls rather than into the cylinder bores to reduce distortion and consequent abnormal wear of bores, pistons, and rings.

LOW-FRICTION V-8 DESIGN . . . The large bore, short stroke design reduces piston speeds. Since the piston travels a shorter distance, this means less friction-energy loss, more available power, and longer engine life. The larger bore permits generous valve head diameters and ports, offering free-breathing design.

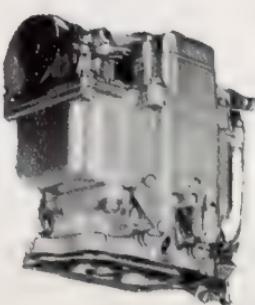


On manual transmission models, a single-throat Holley carburetor is featured. A single-throat Carter carburetor is used with automatic transmission. An improved twin-throat Carter carburetor is optional for added power above 50 MPH. All carburetors have an automatic choke. Carburetors provide lean fuel-air mixtures with less "surge" and better atomization to yield top economy with regular grade gas.



Manual Trans.
Single-Throat
Holley

Auto. Trans.
Single-Throat
Carter



Optional
Dual-Throat
Carter

New synthetic-rubber tipped needle valve (Holley) and valve seat (Carter) prevents flooding due to foreign particles in the fuel.

The Iso-Thermal sealed-in intake manifold, with separate intake ports, improves distribution and controls mixture temperature.

Mobilgas Economy Run Records:	M.P.G.
1951 Rambler-6, Overdrive	31.0530
1953 Rambler-6, Overdrive	25.3748
1955 Rambler-6, Automatic	27.4733
1956 Rambler-6, Automatic	24.3545
1957 Rambler Rebel V-8, Automatic	21.6214
1959 Rambler-6, Automatic	22.9572
1959 Ambassador V-8, Automatic	19.2266
1960 Rambler-6, Automatic	23.2076
1960 Ambassador V-8, Automatic	20.2698

NASCAR Rambler-6 Economy Run Records:

1956 Overdrive, Los Ang. to N.Y.	32.0945
1957 Overdrive, Can. to Mex.	33.9302
1959 Overdrive, Los Ang. to N.Y.	36.8822
1959 Automatic, Los Ang. to N.Y.	32.0658

It is inaccurate to compare results due to variations in road conditions, route, driver technique, weather, wind, car weight and tune-up or condition of each car, which differ mechanically year by year.

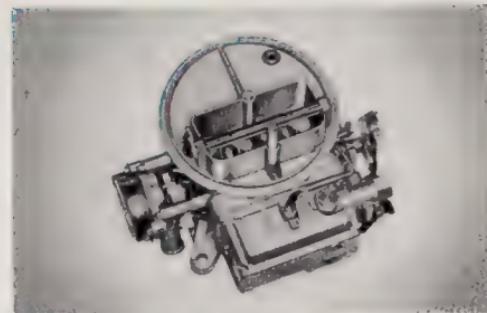
TWIN-BARREL V-8 carburetor and

4-BARREL
FOR OPTIONAL
POWER PACK

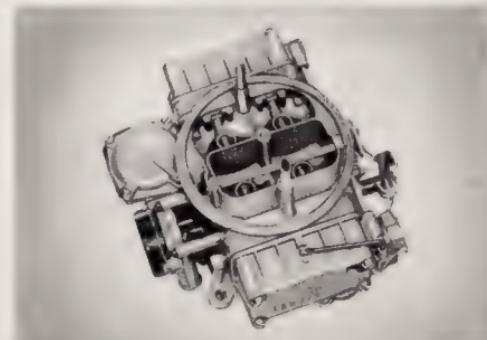
Standard V-8's feature the twin-barrel Holley carburetor with moderate diameter venturi barrels. Unique external float adjustment, with a side plug for visual check, provides a simple, accurate method for adjustment. The high-capacity bowl has a unique float that is made of nyrophyl hard-rubber with unicellular molded construction rather than sheet brass, thus eliminating soldered joints, collapsed floats and possible leakage.

Optional power-pack V-8's use the four-barrel Holley carburetor. Twin primary front barrels serve most driving needs. Twin secondary rear barrels are brought into operation by engine intake manifold vacuum, and function only for higher power requirements in conjunction with the primaries. Twin fuel-bowls insure fuel supply at all speeds.

Both carburetors have automatic chokes with a filtered-air supply via the carburetor air cleaner to insure reliable choke action. A new air-bleed unit on the 2-barrel carburetor improves choke operation by preventing premature off-choke action. On automatic transmission models, both carburetors have a new dash-pot which improves stability during fast stops. Also, the Viton (synthetic-rubber) tipped needle valve prevents flooding caused by foreign particles.



2-Barrel Holley Carburetor



4-Barrel Holley Carburetor

... component details

CARBURETOR AIR CLEANER . . . In addition to filtering air, the cleaner flame arrester "tunes-out" carburetor hiss and power roar without power robbing effects. The easy-to-clean cellulose-fiber air cleaner is standard on all models. For improved efficiency and longer service life, the element is increased from 340 to 700 sq. in. for the Classic-6, and from 750 to 1180 sq. in. for the V-8. See page 63 for new service recommendations.

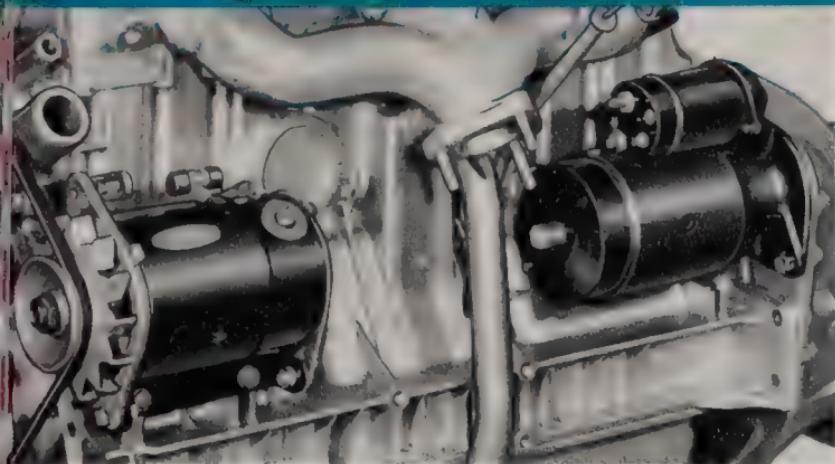
FUEL PUMP . . . A diaphragm type fuel pump operates on an eccentric mechanism from the camshaft. The Carter fuel pump features a built-in piston-operated vacuum booster pump as standard equipment for positive windshield wiper action, while accomplishing the primary function of fuel delivery.

FUEL TANK . . . The 20-gallon tank for all models has a handy drain plug. The

fuel pick-up tube is combined with the gas gauge unit. A tank-vent is used on 3-seat wagons. A full moulded rubber hose with an integral upper flange connects directly to the left rear fender filler neck area. The rubber hose extends down to the metal tube extension on the 20-gallon tank, and is connected to it by means of a clamp. The filler cap turn-bar is reshaped to provide a better hand grip for opening or closing.

FUEL FILTER . . . As an important part of the fuel system, the fuel pump filter removes minute particles of foreign matter from the fuel pump supply, and effectively prevents dirt from reaching the carburetor. The 15-micron paper element filter is integral with fuel pumps. A new fuel tank pick-up tube filter, made of Saran plastic, repels water and foreign particles thereby providing double protection to the vital fuel system.

12-VOLT ELECTRICAL SYSTEM

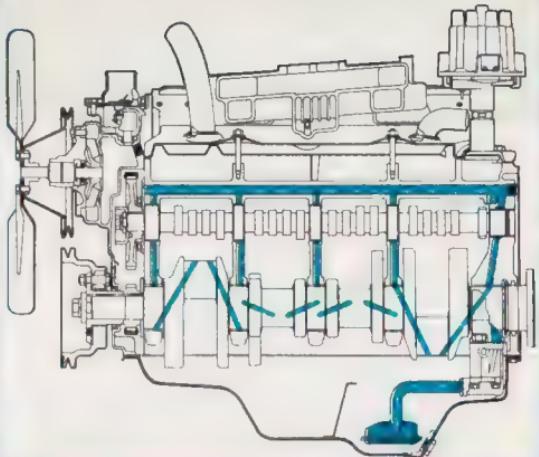


The new Rambler "POWR-GUARD 24" battery is warranted for 24 months or 24,000 miles. The 12-volt system insures efficient ignition, high generator output, high engine cranking speeds for cold weather starts, and power for all equipment. Battery is in front of the compartment for accessibility and cooling. Dual horns are standard except for Deluxe series on which the second horn is dealer installed.

Generator, starter, coil, distributor and voltage regulator, are engineered as a team for trouble-free performance. The ignition system is fully waterproof, and is protected from overloading and shorts with fuses and circuit breakers. Ambassadors and air conditioned Classics employ heavy-duty batteries and generators. Classic 6 snorkel-type starter, with enclosed solenoid linkage, provides all-weather protection. The carbon-core high-tension wiring provides efficient ignition with Champion spark plugs.



CONTROLLED LUBRICATION

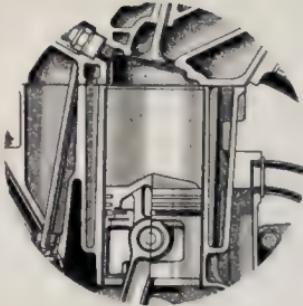


- **OIL FILTER** Oil filters are standard on all 162 models. On aluminum-block 6's an externally connected partial-flow filter is used. On aluminum-block 6's, a full-flow filter is mounted on the right, center lower side of the block. On V-8's, a full-flow filter is mounted on the left, rear lower side of the block. Filters are of the throw-away type and easily changed.

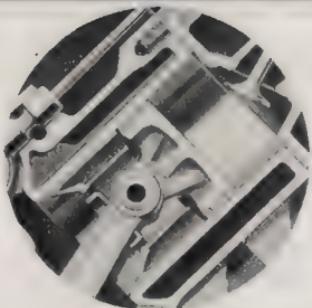
• **ENGINE LUBRICATION . . .** All Rambler engines employ full pressure lubrication to protect all moving parts as well as an aid to cooling. A threaded-type oil pump inlet tube provides greater reliability of oil supply from the crankcase to the oil pump. A gear-type oil pump, designed to eliminate hydraulic-lock, forces oil at a pressure of approximately 50 P.S.I. to the main bearings, connecting rod bearings, and camshaft bearings. Valve operating mechanism is also full pressure lubricated. Cylinder walls, pistons, piston pins, and timing chain are pressure-sprayed even at low or idling speeds. All other rotating parts are lubricated by oil spray thrown off the revolving crankshaft or connecting rod.

- **FLASH-O-MATIC OIL COOLER . . .** On automatic drive V-8 models, transmission oil is routed to a cooling unit located in the lower radiator tank to control oil temperature.

CONTROLLED ENGINE COOLING



RAMBLER SIX DEEP
CHAMBER WATER JACKETS



RAMBLER V-8 DEEP
CHAMBER WATER JACKETS



RAMBLER SIX FRONT-
MOUNTED WATER PUMP

- **DEEP-CHAMBER WATER JACKETS . . .**

In both aluminum and cast-iron block engines, the internal water jackets extend for the near full length of the cylinder bores. This effectively controls oil temperatures as the oil comes in contact with the cylinder walls and cooled oil provides more effective lubrication. There is also more uniform expansion throughout the length of the cylinder and less subjection of pistons and rings to extreme heat.

(See page 63 for DOWGARD FULL-FILL Coolant.)

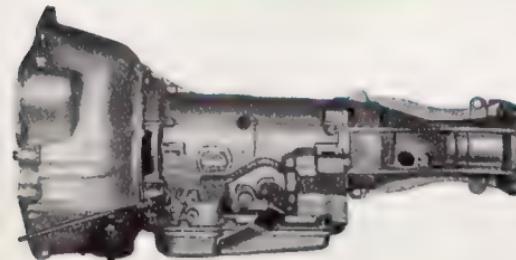
- **TEMPERATURE CONTROL . . .** Both Six and V-8's feature a high capacity front-mounted centrifugal water pump with a moulded plastic impeller, and a double-row sealed ball-bearing shaft. The use of a 14 pound (PSI) radiator pressure cap, with spring loaded vent valve, tolerates higher temperatures under adverse conditions. A 195° thermostat is standard on all Six and V-8 models for improved heating and fuel economy.

(See page 74 for optional heavy-duty cooling.)

PUSH-BUTTON FLASH-O-MATIC



PUSH-BUTTON & PARK CONTROLS



NEW FLASH-O-MATIC (6-Cyl.)



POSITIVE ACTION CABLE LINKAGE

Flash-O-Matic (optional) is a 3-speed Borg-Warner automatic transmission with torque converter and gears. Classic-6 features a new improved transmission design . . . more compact and with a new smaller torque converter for higher efficiency. Aluminum housings save weight. Colored and illuminated push-buttons function as follows:

N-START Push-in for neutral and fully to start. Vacuum (Amber) lock-out prevents start while running.

REVERSE (Red) Reverse (gears will not engage above 10 MPH).

D2 (Green) . 2nd Gear Start Drive Range (2nd and 3rd gear).

D1 (Green) . Complete Drive Range (1st, 2nd and 3rd gear).

L (Green) . Low Drive Range (1st gear).

PARK . . . Park, transmission lock. N must be engaged before P. With P engaged, drive buttons are locked.

Control linkage is designed with two heavy-duty cables. One cable is for PARK, the other for push-buttons. Built-in protection against careless operation is an important feature.

A magnetic element minimizes possible damage to the internal mechanism by isolating foreign metallic particles in the oil. Automatic shifting, governed by Telo-vac vacuum control on V-8, and mechanical linkage on six, coordinates engine and speed requirements.

MANUAL GEAR SHIFT TRANSMISSIONS

STANDARD



ILLUSTRATED ARE THE
6-CYLINDER MODEL
TRANSMISSIONS.

for top
6 OR V-8
fuel economy

- SYNCROMESH TRANSMISSION . . . The conventional three-speed selective gear Syncromesh transmission is standard on all models. Known for durability and quietness, the transmission is easy to operate. Synchronized gearing prevents clashing and provides easy, quiet shifting. Mechanical shifting linkage provides smooth operation in selecting gears.
- GAS-SAVING OVERDRIVE . . . Optional Overdrive is an added gear-box at the rear of the conventional Syncromesh transmission providing an automatic "fourth" forward gear ratio, giving the driver an optimum "cruising" ratio. The function of the overdrive is to reduce engine speed in relation to car speed. By providing this extra fourth gear ratio, engine speed is reduced by 30%, assuring gasoline and oil economy with less engine noise and wear.
- CLUTCH . . . The dry-disc, single plate clutch provides soft, positive pedal action with smooth chatterfree engagement. Improved clutch linkage features new plastic bearing and sealed lubrication. Clutch sizes listed on page 86. Heavier-duty clutches are available on special order.

TORQUE TUBE DRIVE LINE

The superb Rambler ride brings high standards of comfort to the automotive field. Improved torque tube construction and rear coil springs have been combined to give a luxury car ride.

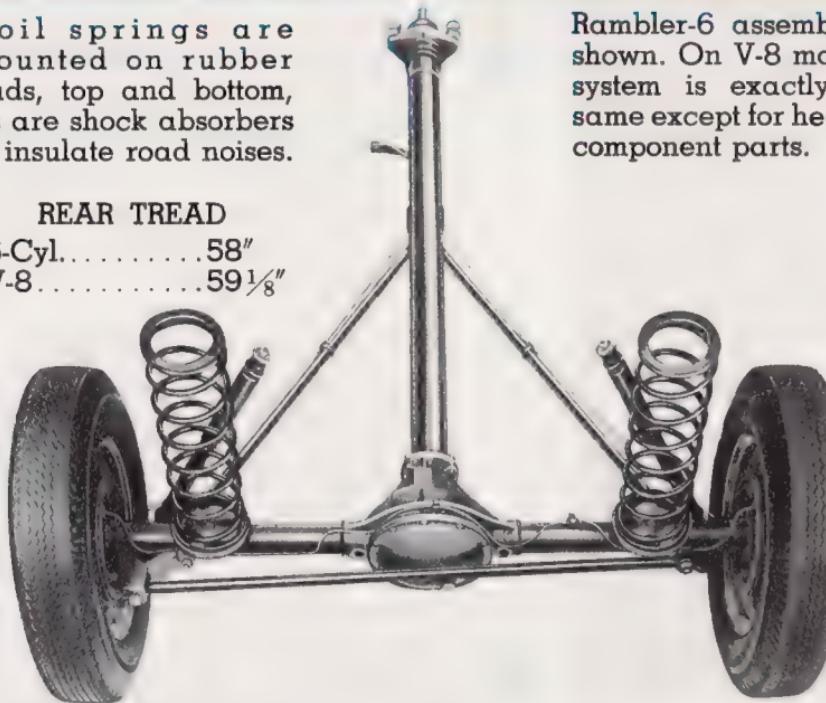
AXLE RATIOS for top fuel economy are standard on all, except Ambassador with automatic transmission and power pack. Performance ratio for Ambassador with overdrive is optional at no cost. Axle ratios are listed on page 86.

REAR COIL SPRINGS

Coil springs are mounted on rubber pads, top and bottom, as are shock absorbers to insulate road noises.

REAR TREAD

6-Cyl.....	58"
V-8.....	59 $\frac{1}{8}$ "



Rambler-6 assembly is shown. On V-8 models, system is exactly the same except for heavier component parts.

For all models, numerous changes in design, manufacturing and quality of vital components within the rear axle result in quieter operation and improved service life.

EXCLUSIVE FEATURES IN THE COMPACT & LOW-PRICE FIELD

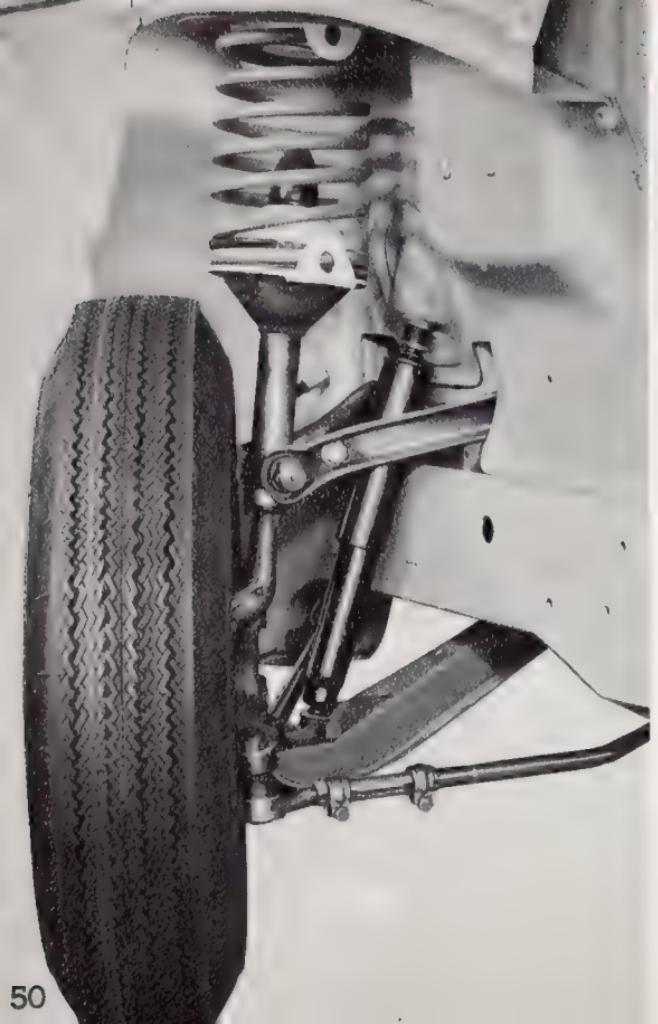
● **TORQUE TUBE . . .** The Rambler power train combines torque tube construction and rear coil springing into an integrated design. The torque tube is secured to the transmission and rear axle forming a rigid unit in which all moving parts, including the propeller shaft, are completely enclosed and protected from stones, dirt, and water. The torque tube functions to resist rear axle torque reaction, and, by freeing rear springs of that function, permits the use of coil springs. Diving or squatting is minimized when braking or accelerating. Mechanical refinements for '62 include a new common-length torque tube for all transmissions, improved universal joint and new 4-bolt trunnion joint at the transmission.

● **REAR COIL SPRINGS . . .** All Rambler models utilize frictionless coil springs on all four wheels. This use of coil springs on the rear gives the new Rambler riding characteristics that cannot be equalled by other cars in its price class. The combination of coil springs and torque tube drive permits the rear springs to more effectively perform the specific function of load carrying and bump absorbing. Coil springs, mounted on rubber pads, reduce maintenance costs since there is no wearing contact in the spring. For special needs, heavy-duty rear springs and shock absorbers are available at low extra cost.

(See page 55 for new Load-Levelers)

DEEP COIL RIDE...

NEW FRONT SUSPENSION



The front suspension has been completely redesigned for 1962 and retains the high-mounted Deep-Coil spring principle. The new suspension design features a single lower control arm design with outer ball joints, and a rear-facing radius rod. Suspension components are designed for new extended mileage lubrication (see page 63). Front springs and shock absorbers are recalibrated for the new suspension to maintain a high-degree of riding comfort. Caster and camber adjustment is provided on the upper control arm pivot bolts.

Handling qualities of the car are greatly improved. This includes better control and stability in turns ("cornering") with less body lean resulting in a solid, safer feel on the road. The increased rigidity of the front-end Single-Unit structure also contributes to stability. The Ambassador features a front suspension sway-stabilizer torsion bar to compensate for the added weight of the V-8 engine. Classic 6 features wider rim

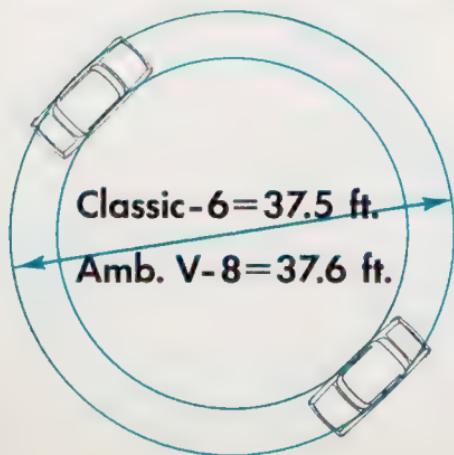
ROAD COMMAND with COMFORT and HANDLING EASE

wheels, increased from $4\frac{1}{2}$ " to 5", to further improve stability. Ambassador V-8 continues to use the $5\frac{1}{2}$ " rim-width wheels. With the widest tread in the compact car field, the new wider front tread of 58.08" and 58.58" for the Classic and Ambassador respectively adds to stability (was 57.75").

This unique suspension system is integrated into the improved Single-Unit structure to provide stability and absorption of road shock. The secret of Rambler's front suspension lies in the location of the deep coil springs above the wheels. As in the landing gear of an airplane, upward forces are absorbed directly upward into the body structure. Also, wide spaced coil springs are located above the center of gravity for stability in turns. "Sea leg" mounted shock absorbers control spring action for a smooth and stable ride. Coil springs, mounted on insulating rubber pads, at all wheels result in a quieter, balanced ride.

INCREASED ROAD CLEARANCE . . . The new minimum road clearance dimension for the 1962 Classic and Ambassador is 7" which represents a noteworthy increase of about 1.5", or 27%. This change will enable our cars to negotiate rough terrain conditions that would otherwise cause possible damage. As a matter of information, the road clearance dimensions are based on a normal design load which consists of five 150-pound passengers (300 lbs. in front, 450 lbs. in rear), and includes a full complement of gas, oil and water plus spare tire and tools.

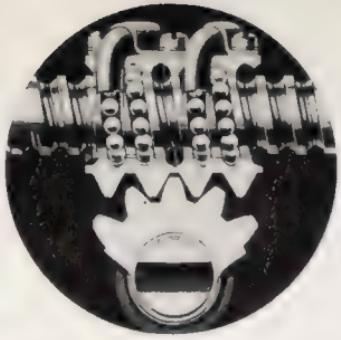
The Rambler is America's easiest handling and most maneuverable automobile, second only to the Rambler American. These qualities are the combined result of compact size, friction-free steering, and "Deep Coil" suspension. Turning diameters are illustrated below.



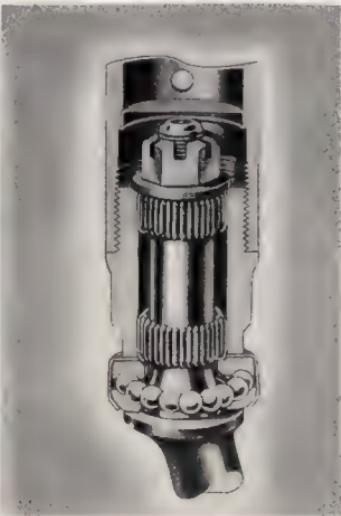
STEERING MECHANISM . . . The "recirculating-ball" Saginaw gear box minimizes friction, making steering control exceptionally easy. A ball-nut is mounted on the steering worm, and all steering action is accomplished via ball bearings rolling freely in mating races between the nut and worm. Also, steering adjustment is minimized since the mechanism retains a relatively constant setting. The mechanism operates in a rugged, one-piece housing with new reinforced mounting for improved rigidity. Gear box ratio remains at 20 to 1, for power steering. The 20 to 1 ratio is increased to 24 to 1 ratio for manual steering to reduce turning effort.

The steering linkage, idler arm and pitman arm are new and improved for 1962. When these new mechanical components are combined with the new 24:1 ratio steering gear box, the over-all manual steering ratio is changed from 23.30:1 to 28.35:1 for the Classic 6, and from 31.20:1 to 28.35:1 for the Ambassador V-8. The new 28.35:1 ratio provides easier manual steering with less effort for both 6 and V-8 models. Improved power steering is covered on page 55.

The new front suspension components are designed for extended mileage lubrication (see page 63).



Inside the steering gear box.



The V-8 steering knuckle pivot.

STEERING DESIGN

Car loads are carried without undue friction, resulting in effortless steering. By combining this unique mechanical feature with full wheel openings, all Rambler models possess the best turning characteristics among American production cars. On V-8 models, the steering knuckle-pin pivots on three anti-friction bearings—a ball thrust bearing and twin needle bearings. On 6-cylinder models, a ball thrust bearing and two bronze bushings are used.

The wide base front tread offers stability, and the precise steering geometry is tailored for Classic and Ambassador series. This, together with new Deep Coil Ride suspension and excellent weight distribution results in a positive improvement in ride, roadability and "cornering." With the size and weight of Rambler models, the steering mechanism effectively compensates wind wander and rocking action on the road. Power Steering is available at extra cost. (See page 55).

Steering linkage features pre-lubricated ball-joints with nylon inserts eliminating re-greasing.

**ANTI-FRICTION BEARINGS
FOR EASY TURNING**

REBOUND CONTROL

TWO STAGE

SHOCK ABSORBERS



- **SHOCK ABSORBERS** are mounted in a "sea leg" (inverted "V") position at front and rear for lateral stability. Shock absorbers are of the hydraulic, two-way direct acting type to control spring action accurately over all road irregularities. The front shocks feature a built-in rebound system eliminating separate bumpers for less "bottoming" over severe bumps. Shocks feature large induction-hardened piston rods and heat-treated rod guides. Monroe shocks are used on the 6, and Gabriel on V-8's. Heavy-duty shocks, or shocks and springs are low extra cost options.

WHEEL BEARINGS, HUBS, AND SPINDLES are of the finest high-strength alloy materials and are designed with high safety factors. The tapered roller bearings reduce friction.

REAR AXLE SHAFTS utilize a tapered-serrated rolled-spline end plus a locking "key" to absorb driving forces. Classic models are improved with a rear axle differential shaft that is bigger in size with improved material and hardening.

REAR AXLE PINION is of the "slip-type" propeller shaft connection, providing for better servicing since the flange-type is difficult to connect with properly torqued nuts. Vibration possibilities are minimized with this design.

SUPER LOAD-LEVELERS

SUPER LOAD-LEVELERS . . . As a new factory installed extra-cost option, "Super Load-Leveler" shock-spring assemblies replace conventional rear shock absorbers. The unit combines a special shock absorber and a new variable-rate coil spring which provides a reasonably smooth ride under both light and heavy loads. Super Load-Levelers are useful in minimizing rear-end sag by preventing bumping on steep driveways and all other problems caused by heavy loads. Also, side-sway is reduced and ground clearance is increased especially when hauling heavy loads or pulling trailers. This new option, made by Monroe, will also continue to be offered as a dealer accessory.



POWER STEERING

POWER STEERING . . . "Direct Action" linkage-type hydraulic power steering is available at extra cost. Power steering eliminates fully 75% of the steering effort required in driving—even when parking, the wheels may be completely turned with the slight pressure of one hand. Positive directional control can be maintained at all times, even if the hydraulic power fails.

The power steering components have been redesigned for the new front suspension. With the 20:1 gear box ratio, the over-all power steering ratio is increased from 18.13:1 to 23.90:1 for the Classic 6, and from 24.95:1 to 23.90:1 for the Ambassador V-8. The new higher ratio reduces steering effort.

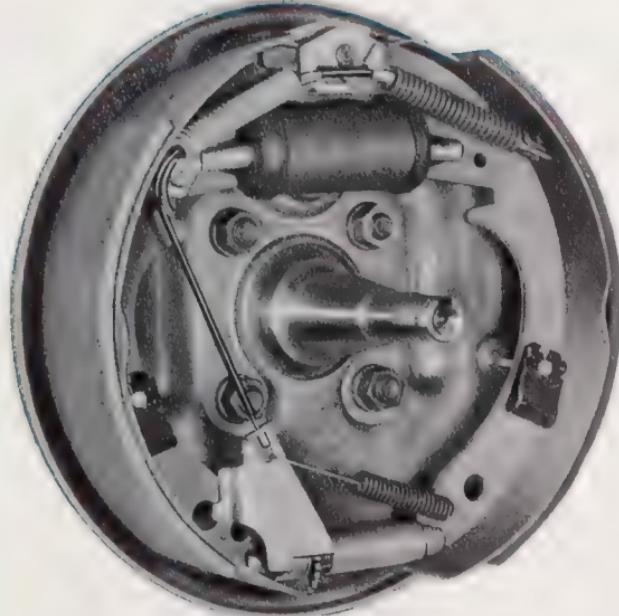
Pump drive ratios are designed to minimize noise level on all models. Hoses are routed and secured safely.

NEW
STANDARD

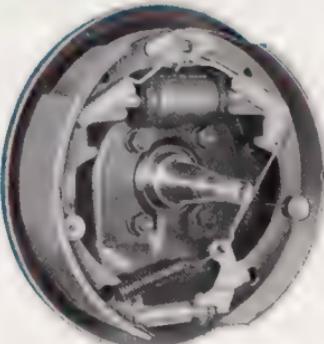
BRAKE FEATURES

- New Double-Safety Brake System, Standard
- Self-Adjusting Brakes, Standard
- Power Brakes (Optional)
- Bonded Linings
- 9" Dia. "Six"
- 10" Dia. "V-8"
- Cooling Flange Drums for V-8
- Servo-Action Brakes
- Suspended Pedals
- Accessible Master Cylinder

SELF-ADJUSTING BRAKES and DOUBLE-SAFETY BRAKE SYSTEM



Self-Adjusting Brakes
Wagner 9" Dia. for Six



Self-Adjusting Brakes
Bendix 10" Dia. for V-8
Cooling Flange Drums



for **QUICK STOPS** *feature* **BONDED LININGS**

New Double-Safety Brake System with tandem master cylinder and the self-adjusting brake feature are both standard equipment on *all* models.

Improved Power Brakes are optional at low cost.

Both 6 and V-8's feature full bonded linings which provide 30% more usable lining life without the danger of scored drums. Classic-6 Wagner brakes have an effective total brake lining area of 153.8 sq. in. with a 9" diameter. Ambassador V-8 models feature 10" dia. Bendix brakes with a lining area of 167.5 sq. in. and extra wide cooling flange drums. The "servo-action" principle results in a self-energizing action which reduces pedal effort. The brake area to car weight ratio is most favorable.

Classic-6 brakes have new larger size hydraulic wheel cylinders for improved efficiency with less pedal effort. Also, rear brake adjusting slot is relocated for improved accessibility.

Suspended brake and clutch pedals provide more foot room and better leverage in addition to eliminating holes in the floorboard. Wide brake pedal (power or manual) is used with automatic transmission. The brake master cylinder and power brake unit is mounted on the dash panel in the engine compartment where it is protected and easily serviced.

STEP-ON PARKING BRAKES

Parking brake pedal lever ratio is changed and a new cable combine to offer easier operation.



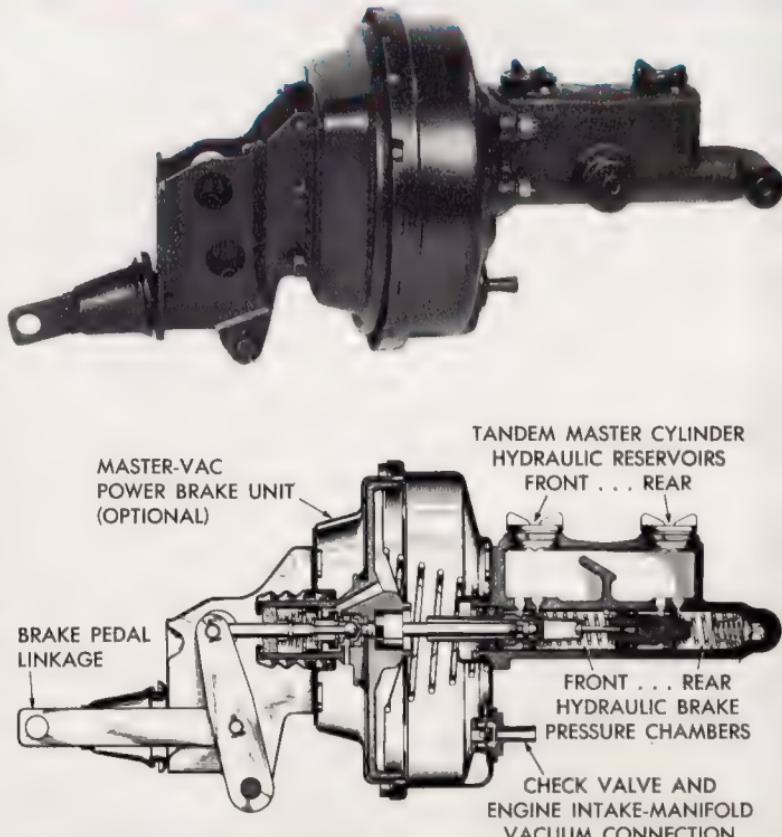
PARKING BRAKE LIGHT This factory installed option is relocated on the instrument panel face at the left side for improved visibility. If the driver inadvertently fails to release the parking brakes before driving the red warning light automatically turns on and remains flashing until the brakes are released. This feature ends needless abuse to the rear brakes.

STANDARD EQUIPMENT!

An all-new Double-Safety Brake System featuring a unique tandem hydraulic master cylinder and Self-Adjusting Brakes are standard on all '62 Rambler models. Master-Vac power brake is an added option.

This new standard brake system, produced by Bendix, provides a double margin of safety in the event of a hydraulic failure since the hydraulic system for the front brakes is completely separate from the rear brakes. In the event of hydraulic brake failure in the front, the rear hydraulic brakes still operate, and conversely, with a failure in the rear brakes, the front brakes are still operable. In either event, the braking ability is reduced to a point that the driver would be aware of a malfunction. Hydraulic failure with conventional brakes leaves the driver with no brakes at all except for the hand-parking brakes which are not designed primarily for stopping a moving car. Similar dual systems are offered by Rolls-Royce, Jaguar and Cadillac.

NEW DOUBLE-SAFETY BRAKE SYSTEM



SELF-ADJUSTING BRAKES

STANDARD

SELF-ADJUSTING BRAKES . . . This feature is offered as a new standard equipment item on all models. Correct operating clearance for the brake linings is maintained automatically by small increment changes in proportion to lining wear. The customary adjustment, periodically required on conventional brakes, is eliminated. The automatic adjuster is located on the primary (front) shoe on the 6-cyl. models, and on the secondary (rear) shoe on the V-8 models.

The adjusting action, when required, occurs when applying brakes in both the forward or reverse motion on the 6-cyl. Wagner brakes, and in reverse on the V-8 Bendix brakes.



POWER BRAKES

OPTIONAL

POWER BRAKES . . . The new Bendix Master-Vac power brake unit, a vacuum-suspended type, is available as an extra cost option. Power brakes are an important safety feature adding to the ease of operation to reduce driving fatigue. The low position of the brake pedal allows the driver to make brake applications in 25% less time. Power brakes require 40% less pedal effort while permitting the driver to "feel" his brakes to slow or stop with exactly the desired rate of deceleration. With engine off, the power unit retains vacuum to safely permit about two brake applications.



New Bendix power brake unit is easily accessible in the engine compartment. Extra wide pedal is used with or without power brakes with automatic transmission.



CLASSIC 6, AMBASSADOR V-8

FULL WHEEL DISCS . . . shown above are standard on all 400 models. The hub caps are standard on Deluxe and Custom models, on which discs are an extra cost option. Both are stainless steel.

WHEEL-TIRE BALANCING . . . As a new feature for '62, all wheel-tire assemblies are precision static-balanced in production for longer tire life and smoother ride.

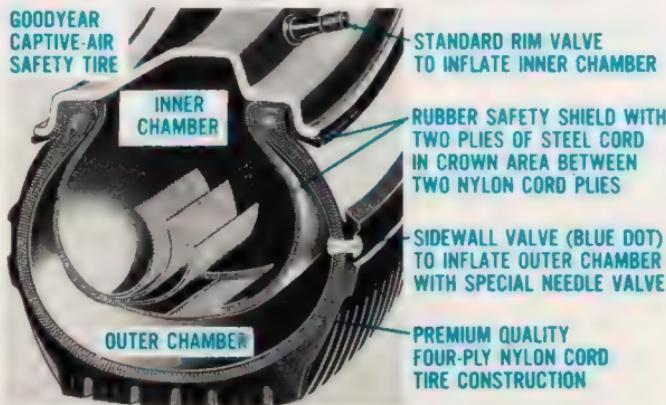
WHEELS AND TIRES

The tubeless Goodyear "Super-Cushion" tires and Goodrich "Silvertown" tires are original standard equipment. Classic-6 models are equipped with the new 6.50 x 15 "4-ply rated, 2-ply" tires, and an optional 6.70 x 15 4-ply size is extra cost. Ambassador V-8 models use a 7.50 x 14 4-ply size and an optional 8.00 x 14 4-ply size is extra cost. New, narrow band whitewall tires are optional. Standard cord material is Tyrex rayon.

Sturdy disc wheels made from heavy gage steel are provided with smooth rims which have air-tight disc connections to insure safe mounting of the tubeless tires. The disc wheels are mounted with five nuts to evenly absorb the static and dynamic loads. Classic-6 models use a new wider rim 15" x 5" wheel, and Ambassador V-8 models use a 14" x 5½" wheel for improved stability. Wheel nuts with right-hand threads are used on the Six and V-8.

CAPTIVE-AIR SAFETY-TIRES

The Goodyear Captive-Air Safety-Tires are standard on 3-seat station wagons in sets of four. On other models, the tires are optional in sets of four or five. The Safety-Shield is securely locked between the tire and rim forming two air chambers. Each tire functions as its own spare by virtue of the inner chamber. In case of a puncture, the car can be driven up to 50 MPH for 100 miles or more. Tire jack and wrench is not supplied with four tires.



POWR-SAVER FAN AMBASSADOR V-8

The automatic fan drive, optional on all '62 Ambassadors, requires no service or driver attention. POWR-SAVER Fan is recommended with air conditioning since the 5-bladed fan's speed and noise is reduced up to 40%, saving up to 55% fan horsepower, for economy gains. As engine RPM is increased, fan RPM increases but at a lesser rate. Cooling is efficient with reduced fan speed since forward motion forces air through the radiator and engine compartment.

Many race cars do not use fans! The Eaton viscous-drive unit has a $5\frac{1}{2}$ " dia. finned aluminum housing, and operates on hydraulic slippage using silicone polymer fluid with viscosity values to reduce torque transfer.



"TWIN-GRIP"

powers the wheel that grips . . .
not the wheel that slips!

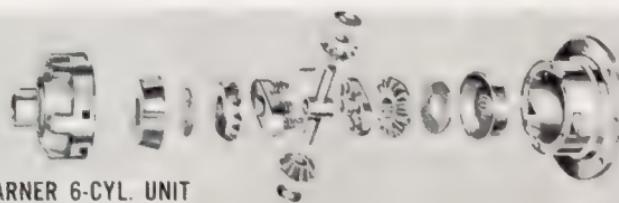
TWIN-GRIP is an outstanding optional feature at low extra cost for all models and gear ratios, replacing the conventional rear axle differential unit.

Completely automatic and requiring no driver attention, Twin-Grip gives a full measure of added control and safety under all driving conditions.

Power Flow in Normal Driving . . . When sudden patches of ice, sand, loose gravel or oil slicks are encountered, the Twin-Grip will not permit the wheel with the lesser traction to spin, gain momentum and swerve the car as dry pavement is regained.

Power Flow in Turns . . . Twin-Grip gives normal differential action and at the same time, applies the major driving force to the inside rear wheel, improving stability and cornering, and tending to compensate for oversteer.

Power Flow With Poor Traction . . . Twin-Grip enables the wheel with the better traction to apply the major driving force to the road. Twin-Grip can operate in snow, ice, and mud which may stop a conventional car. If one rear wheel drops off the pavement, the wheel on the pavement continues to drive the car, and the wheel on the shoulder does not spin, preventing a dangerous swerve.



WARNER 6-CYL. UNIT



DANA V-8 UNIT

- New DOWGARD® FULL-FILL® Coolant offers uniform and complete cooling system protection in both summer and winter. Boiling point is higher and freeze point is —40°F. This coolant is guaranteed for 24 months or 24,000 miles, whichever occurs first. Normal drain and refill period is 24 months (was 12 months).
- New front suspension components on Classic and Ambassador require lubrication every 33,000 miles or 3 years, whichever occurs first (was every 1,000 miles).
- All Ramblers require engine oil and oil filter change normally every 4000 miles (was 2000). Initial change period is 1000 miles (was 500).
- New Rambler POWR-GUARD 24 Battery is warranted for 24 months or 24,000 miles, whichever occurs first. Battery is designed to require water additions only 3 to 4 times per year normally.
- New larger cellulose-fiber carburetor air cleaner element requires cleaning nor-

mally every 4,000 miles (was 2,000), and replacement every 25,000 miles (was 10,000).

- Drain and refill mileage for automatic transmission extended to 25,000 miles (was 15,000). Manual transmissions do not require drain and refill (was 10,000 miles).

- Rear axle lubricant does not require periodic drain and refill operation.

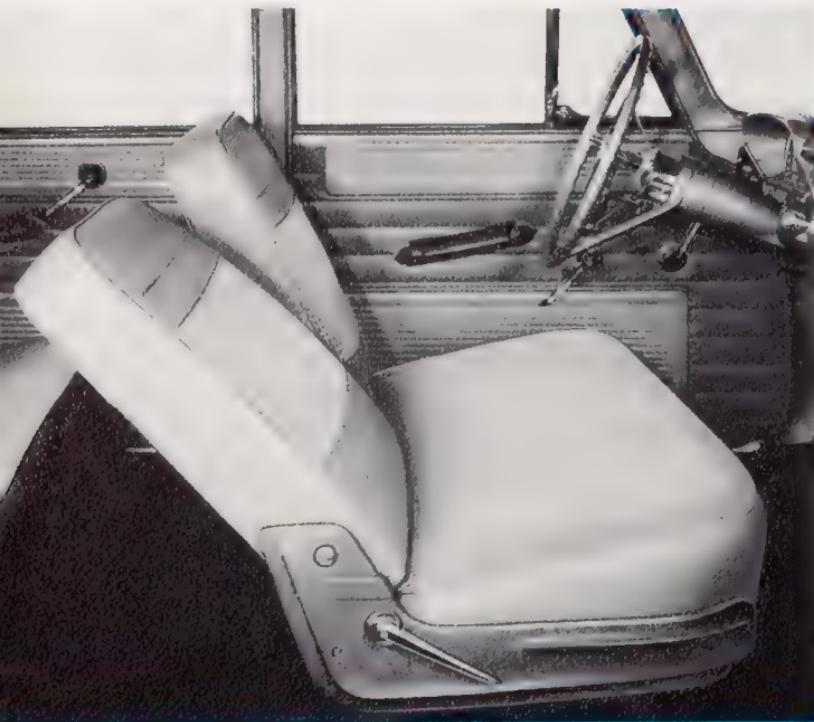
- Various mechanical components are redesigned to provide built-in lubrication, eliminating customary grease or oil servicing requirements. These include clutch linkage, steering column shaft assembly, engine generator, and engine distributor (except cam).

- Ceramic-Armored Muffler & Tailpipe, designed for long-life, warranted to original new car owner.

- Every Rambler carries a new car warranty for 12-months or 12,000 miles, whichever occurs first.

- New Service Coupon Plan offers double savings in maintenance.

EQUIPMENT AIRLINER RECLINING SEATS.



The Airliner Reclining Seats and Twin Travel Beds are famous features combined into a single "package" available as an extra cost option.

The manual control handles placed on both sides of the front seat permit individual adjustment of each seat-back to five angles, which include the normal driving position and the horizontal position for Twin Travel Beds. The easy-to-operate mechanism allows each cushion to recline one position at a time—thus it is impossible to inadvertently "flop" the seat-back to the full down position in one movement.

The right front seat may be converted into a chaise longue or full-length bed. This arrangement is ideal on long trips, as it permits children or adults to relax or sleep without stopping the car.

...AND TWIN TRAVEL BEDS

For overnight stops, Airliner Reclining Seats (including individual and bucket) may be quickly converted into Twin Travel Beds. Removable bed supports are provided on the rear seat cushion base to support the front seat back when reclined to the bed position.

As a unique feature, two folding support legs are located under the front seat cushion, permitting the rear of the cushion to be raised slightly resulting in a more level bed contour. This feature is appealing to fishermen, hunters, and campers. Special accessory air mattresses and insect window screens are available.



INDIVIDUALLY ADJUSTABLE RECLINING SEATS

offered in REGULAR CONTOUR *or* BUCKET-TYPE

On all models, individually adjustable and reclining front seats are an extra cost option. The regular-contoured front cushion is equally divided and the twin seats are fitted with a separate set of tracks. This provides the driver and passenger with individual fore-and-aft adjustment in addition to the reclining seat and bed feature. The passenger can adjust the seat without affecting the driver's seat. Standard upholstery combines miracle fabrics with smooth vinyl trim. Durable porous-vinyl combined with smooth vinyl is optional at no cost.

Bucket-type front seats have all of the features of the regular-contoured individual seats, *plus* raised side contours for added support and comfort. Bucket-type front seats, optional on 400 series (except 3-seat wagons), are richly upholstered in pleated all-vinyl which is also used for rear seats. Chrome-plated front seat side shields and side ornaments are standard on "400" models.



LOUNGE-TILT SEAT ADJUSTABLE HEADRESTS

All-new Lounge-Tilt Seat with headrest is available as a combination option for the right seat on individually adjustable and bucket-type front seat options. A handle, located on the right-side of the passenger seat, actuates a hydraulic cylinder which raises the front cushion to any desired degree in a tilting manner. This unique and exclusive feature provides added comfort in supporting the legs above the knees. When used with a headrest and the reclining feature, the ultimate in travel comfort is provided.

With shape and contour for comfort, front headrests are available singly or in pairs as an extra cost option. Headrests are styled to match the trim of the seats and are adjustable to ten positions. The headrests may be removed by pulling them out of the socket. Headrests are particularly comfortable when used with the reclining seat and new Lounge-Tilt Seat. In addition, headrests are useful in preventing neck injury due to a rear end collision.

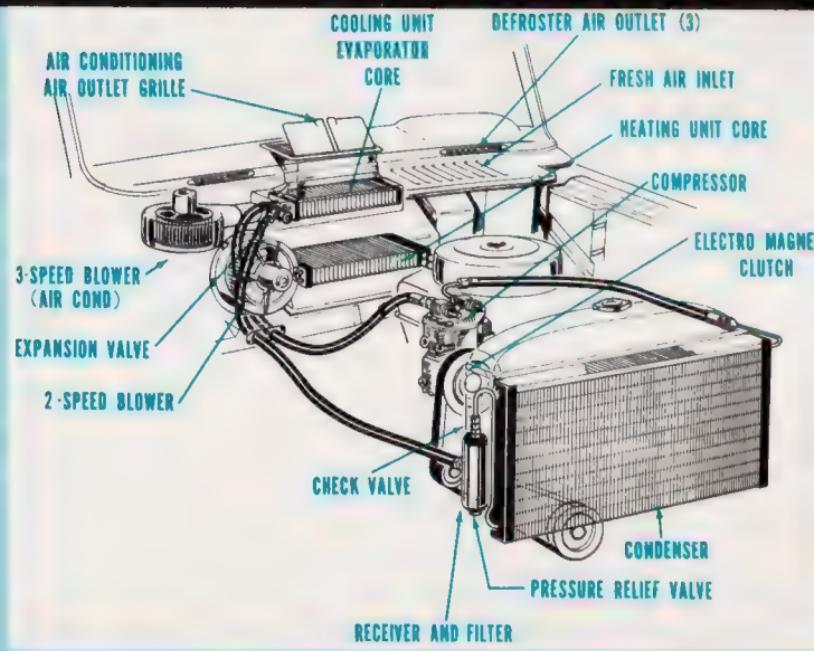


improved

ALL-SEASON AIR CONDITIONING

coolest compact with carloads of cool air

- New easier-to-operate panel controls.
- New adjustable thermostat improves efficiency increasing cool air temperature range.
- The separate 3-speed blower motor offers greater air circulation in addition to 2-speed heater unit. Two big air vents are separate from basic system.
- Air passages are separate from heater, increasing cold air flow 15%.
- Aluminum compressor is high in efficiency and weighs only 15½ pounds—half the weight of a cast-iron unit.
- Air-outlet dual-grilles are centrally located on top of the instrument panel within easy reach of driver or passenger. Radio speaker plays through air-outlet.
- Heavy-duty engine cooling standard.
- Heavy-duty electrical system standard.



- Electro-magnetic clutch engages compressor only when needed.
- Also available as dealer installed.

for HEATING, COOLING and VENTILATING

The improved 1962 Rambler All-Season Air Conditioning System is today's most advanced design combining heating, cooling, and ventilating into one system which has been completely integrated into the body structure. Extensive road testing has proven that the new system is more efficient under all conditions than all competitive makes—and at a lower price.

All parts are forward of the instrument panel, and occupy a minimum of space. Fresh air is drawn in through the wide flush-type hood-level air-intake. Approximately 30% fresh air is admitted while the cooling system is functioning—the balance is recirculated and mixed by the big 3-speed separate blower. The heating and ventilating system utilizes 100% fresh air. For all operations, the outside air enters the hood intake, and channeled thru the heater or air conditioning system. Also, new air-vents are provided. Water is removed by traps and passages. An air-inlet screen prevents clogging by tree leaves, etc. Two air outlet grilles on the dash panel are adjustable to individual needs. As a unique feature, the radio speaker plays through the grille opening.



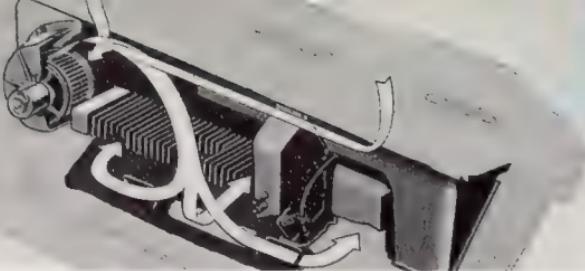
New Controls for
All-Season and Weather Eye



New Adjustable Thermostat
and Adjustable Air-Outlets

WEATHER EYE

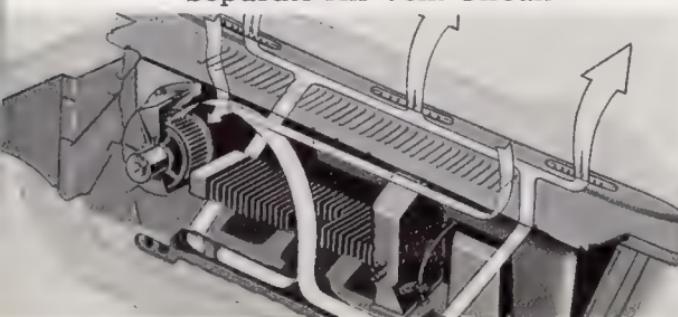
HEATING & VENTILATING SYSTEM



Weather Eye Heater Circuit



Separate Air Vent Circuit



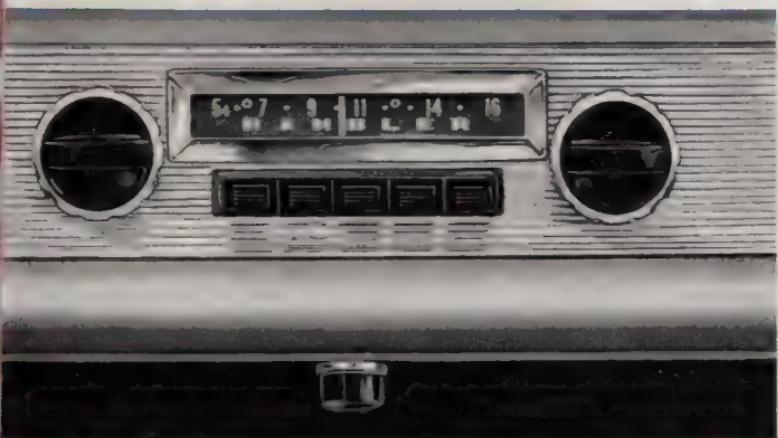
Windshield Defroster Circuit

The Weather Eye System (optional) offers efficient thermostatically controlled heating, ventilating and windshield defrosting with fresh-air. A flush-type cowl-mounted air-intake delivers water-free fresh air through internal ducts. An air-inlet screen prevents clogging due to tree leaves, etc. Two air ventilators bring in additional fresh air directly into the car without passing through the channels of the heating system. Three windshield defroster outlets clear a wide area.

The controls for temperature and air (and defroster) are newly located on each side of the new instrument cluster. The 2-speed fan (blower) control is located just below the cluster. Marked controls are conveniently located, easy-to-operate and well lighted.

Front seat cushions are designed at the sides and at the bottom to provide less-restricting air passage to the rear seat area.

NEW, ALL-TRANSISTOR PUSH-BUTTON RADIO



ANTENNA . . . New, permanently attached antenna lead-wire is weather-tight and eliminates poor connections. Antenna is located on right front fender and mounting base is improved in shape and finish. Since the antenna will not collapse below 21", it is always in position to offer better reception. Antenna is stored in the trunk for dealer installation.

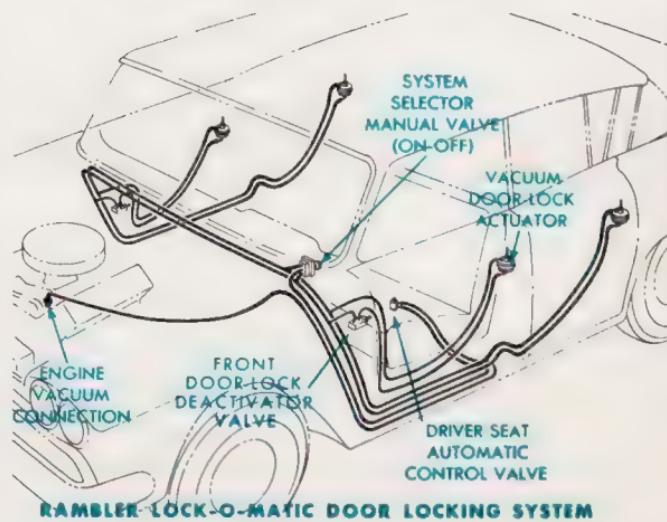
A new all-transistor Motorola push-button radio (optional) incorporates five transistors. The new design requires no warm-up, has better over-all tone and minimizes service problems. Five push-button station selectors are used, plus a manual knob on the right. On the left, a dual-knob provides volume and on-off control on the inner knob with bass-treble control on the outer knob.

New 6" x 9" elliptical-shaped radio speaker provides deep, well modulated tones. On V-8 sedans with radio, two speakers are standard factory equipment, one on top center of the instrument panel, plus a rear seat speaker. On 6-cyl. sedans with radio, the rear speaker is optional. Rear speaker is not available for station wagons. The term "Duo-Coustic" applies to twin speakers. As a unique feature with air conditioning, the speaker plays through the air outlet grille.

LOCK-O-MATIC DOOR LOCKING SYSTEM

Lock-O-Matic, an extra cost optional feature, provides greater safety especially for children, driver convenience in locking side doors without reaching, protection against intruders, and added protection against doors opening in accidents.

The system provides a constant vacuum-powered door locking system with engine running, control switch in locked position (down) and driver seated. The control switch is located below instrument panel to the left of steering column. A seat valve, mounted under the driver's seat, automatically energizes the system with driver seated and engine running. With control switch in locked position (down) all doors will automatically lock with start of engine. Rear doors cannot be unlocked or opened until engine is turned off, or switch placed in unlocked (up) position. With engine off or driver seat unoccupied, door locks revert to manual, regardless of switch position. Optional on 2 or 4-door models (not on tailgate).



SOLEX GLASS

As an added safety and comfort feature, Solex tinted glass is available as optional equipment on all models for all windows, or for the windshield only (new option). Unlike other tinted glass, the blue-green color of Solex is firmly fixed by additives to the composition of the glass itself.

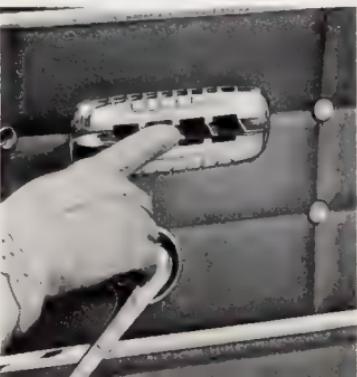
Solex glass is tinted to absorb approximately 70% of the heat and 50% of the glare from strong sunlight. Yet, extensive tests conducted under all light conditions indicate that vision remains unimpaired. The glass is evenly tinted from top to bottom, making it possible for all occupants—short or tall—to equally enjoy freedom from sun-glare.

The efficiency of the air conditioning system is further increased with the use of all Solex glass as a recommended option.

POWER-LIFT WINDOWS

An electric "Power-Lift" window control system is offered as an extra cost option. This luxurious and convenient item is also a safety feature in that the driver's full attention can be focused on driving while operating window controls.

Motors, mechanism, switches and wire harness routing are designed for reliable operation. Each window is operated by an electric motor. One control is provided for each window while a set of four buttons on the driver's door permits control of all windows. As a precaution, windows can not be operated with the ignition switch "off." Tailgate window is not powered.



OPTIONAL EQUIPMENT

Extra Cost Factory Installed

Push-Button Transistor Radio

Rear Speaker (Std. on Amb. Sed., NA on Wagon)

Weather Eye Heating and Ventilating System

All-Season Air-Conditioning (includes H. D. Cooling)

Powr-Saver Fan, Amb. V-8 (order with Air Cond.)

Solex Glass, All (order with A.C.), or Windshield Only

Power-Lift Windows

Lock-O-Matic Door Locking System

Airliner Reclining Seats

Individually Adjustable, Reclining Front Seats

Bucket-Type, Reclining Front Seats and All-Vinyl Trim (for 400 models, except 6288-6)

Lounge-Tilt Seat & Headrest, Right (Ind. or Bucket)

Front Seat Headrest, Left, Right, or Pair

Rear Seat Foam Cushions (Std. on Amb. 400)

Electric-Wound Clock (Std. on Custom and 400)

Wheel Discs (Standard on 400)

Two-Tone Exterior Colors

Porous Vinyl Trim (no extra cost) (NA on Bucket)

Twin-Grip Differential Axle

Overdrive Transmission

Flash-O-Matic Transmission, Push-Button Control

Power Brakes

Power Steering (order with Air Conditioning)

10-Cast Iron Block Engine (no cost on Classic 400)

10-Aluminum Block Engine (Std. on Classic 400)

10-Power-Pak, 2-bbl. Carburetor

80-Power-Pak, 4-bbl. Carb., Dual Exhausts, 9.7 C. R.

Side-Hinged Tail-Gate (Std. on 3-Seat Wagon)

Light Package: Trunk or Cargo Light, Two Courtesy

Lights, Park Brake Warning (Also Single Opt.),

Glove Box Light, Front Door Switches for Deluxe.

6.70 x 15-4 ply Tubeless Tires (6-Cyl. only)

8.00 x 14-4 ply Tubeless Tires (V-8 only)

Whitewall Tubeless Tires (Rayon Tyrex)

4 or 5 Captive-Air Blk. Tires, 4 Std. on 3-Seat Wag.

4 or 5 Captive-Air Wht. Tires, 4 for 3-Seat Wag.

Back-Up Lights

Windshield Washer

Padded Visors and Panel (Standard on 400)

Undercoating

Outside Rear View Mirror (Left or Both)

Inside Rear View Non-Glare Mirror

License Plate Frames, Pair or Rear

Heavy-Duty Clutch

Heavy-Duty Radiator

Heavy-Duty Cooling System (Rad., fan, shroud)

Heavy-Duty Front and Rear Shock Absorbers

Heavy-Duty Shocks and Springs, Front and Rear

Heavy-Duty F & R Shocks, H-D Front Springs and Ext. H-D Rear Springs (Sedans)

Heavy-Duty Front Shocks & Rear Load-Levelers

Heavy-Duty Front Shocks & Springs and Rear Load-Levelers

Load-Levelers (rear)

Seat Belts, Pair (Front or Front and Rear)

Crankcase Vent. System (Calif. Type)

DOWGARD FULL-FILL Coolant

ACCESSORIES

A wide variety of dealer installed Accessories and Parts are offered, including certain factory options.

Windshield Washer
Non-Glare Rear View Mirror, Inside
Rear View Mirror, Outside, Left or Right
Visor Vanity Mirror
Full Wheel Discs
Spotlight with Rear View Mirror, Right or Left
Airmat for Twin Travel Bed
Window Screens
Door Top Ventshades
Push-Button Radio
Radio Speaker, Rear Seat
Electric Clock
Back-Up Lights
Parking Brake Warning Light
Courtesy Lights
Trunk Light, Automatic
Headrests
License Plate Frame
Padded Sun Visors
Horn Kit (for Deluxe)
Illuminated Compass

Tissue Dispenser
Tissue Dispenser and Litter Container
Mileage-Minder
Door Edge Guards
Locking Gas Cap
Contour Rubber Floor Mats (Front and Rear)
Door-To-Door Rubber Floor Mat (Front)
Air Conditioning System
Power Brakes
Travel-Rack Luggage Straps (Leather)
Seat Belts, Front and Rear
Child Guard Rear Door Safety Locks
Station Wagon Cargo Cover (Interior)
Station Wagon Roof Top Luggage Carrier
Load-Leveler Rear Shock Absorbers
Seat Covers, Clear Plastic, Front and Rear
Seat Cushion Toppers, Front and Rear
Touch-Up Paint, Brush or Spray
Powr-Guard 24 Battery, Dry-Charge
Air Cleaner Replacement Element
Car Care preparations are also available.

EQUIPMENT CHART

1962 RAMBLER

CLASSIC-6

	MODELS 2 & 4-Door Sedans 4-Door Station Wagons	Steering Wheel		Floor Mat	Trunk or Cargo Floor Cover	Auto. Dome Light Switches	Rear Ash Trays	Padded Dash and Visors	Elect. Clock	Door Arm Rests (F & R)	Rear View Mirror	Side Rain Mdg.	Wheel Discs	Rear Door Vent	Sta. Wag.		Horns	Glove Box Lock
		Color	Horn Ring												Robe Rail	Roof Travel Rack		
6216 6215	Deluxe 2-Door Sedan Deluxe 4-Door Sedan	Silver	None	Black Rubber	Gray Rubber	(3)	D.	Ext.	Ext.	F, Std. R, D	Paint	Paint	Ext.	N.A.	N.A.	N.A.	1-Std. 1-D.	N.A.
6218	Deluxe Station Wagon	Silver	None	Black Rubber	Black Rubber	(3)	D.	Ext.	Ext.	F, Std. R, D	Paint	Paint	Ext.	N.A.	D.	Std.	1-Std. 1-D.	N.A.
6216-2 6215-2	Custom 2-Door Sedan Custom 4-Door Sedan	4 Solid	½ Arc Chrome	Loop-Pile Carpet	Gray Rubber	2 Doors	Std.	Ext.	Std.	Std.	Paint	Paint	Ext.	N.A.	N.A.	N.A.	Two	Std.
6218-2 6218-4	Custom Station Wagon Custom Station Wagon, 3-Seat	4 Solid	½ Arc Chrome	Loop-Pile Carpet	Loop-Pile Carpet	2 Doors	Std. (2)	Ext.	Std.	Std.	Paint	Paint	Ext.	N.A.	D.	Std.	Two	Std.
6216-5 6215-5	400 2-Door Sedan 400 4-Door Sedan	(1)	½ Arc Chrome	Loop-Pile Carpet	Gray Rubber	4 Doors	Std.	Std.	Std.	Std.	Chrome	Chrome	Std.	Std.	N.A.	N.A.	Two	Std.
6218-5	400 Station Wagon	(1)	½ Arc Chrome	Loop-Pile Carpet	Loop-Pile Carpet	4 Doors	Std.	Std.	Std.	Std.	Chrome	Chrome	Std.	Std.	Std.	Std.	Two	Std.

CODE: Std.—Standard no extra cost; Ext.—Extra cost option; N.A.—Not Available; D—Dealer Installed Extra Cost.

(1) 4 Two-Tone, 3 Solid (2 Two-Tones, 2 Solid with Bucket Seat)

(2) Plus one in tail-gate for 3-Seat Wagon.

(3) Front Switch standard with Light Package.

Subject to change without notice

AMBASSADOR V-8

	4-DOOR MODELS	Steering Wheel		Floor Mat	Trunk or Cargo Floor Cover	Auto. Dome Light Switches	Rear Ash Trays	Padded Dash and Visers	Elect. Clock	Door Arm Rests (F & R)	Rear View Mirror	Side Rain Midg.	Wheel Discs	Rear Door Vent	Sta. Wag.		Chrome Rear Pillar Trim	Handi-Pak Net	Rear Foam Cushion
		Color	Horn Ring												Robe Rail	Roof Travel Rack			
6285	Deluxe Sedan, Fleet	Silver	None	Black Rubber	Gray Rubber	(3)	Ext.	Ext.	Ext.	F, Std. R, Ext.	Paint	Paint	Ext.	N.A	N.A	N.A	D.	D.	Ext.
6285-2	Custom Sedan	4 Solid	½ Arc Chrome	Loop-pile Carpet	Gray Rubber	2 Doors	Std.	Ext.	Std.	Std.	Paint	Paint	Ext.	Std.	N.A.	N.A.	D.	D.	Ext.
6285-5	400 Sedan	(1)	¾ Arc Chrome	Cut-Pile Carpet	Gray Rubber	4 Doors	Std.	Std.	Std.	Std.	Chrome	Chrome	Std.	Std.	N.A.	N.A.	Std.	Std.	Std.
6288-2	Custom Station Wagon	4 Solid	½ Arc Chrome	Loop-pile Carpet	Loop-pile Carpet	2 Doors	Std.	Ext.	Std.	Std.	Paint	Paint	Ext.	Std.	D.	Std.	D.	D.	Ext.
6288-5 6288-6	400 Station Wagon 400 Station Wagon, 3-Seat	(1)	¾ Arc Chrome	Cut-pile Carpet	Cut-pile Carpet	4 Doors	Std. (2)	Std.	Std.	Std.	Chrome	Chrome	Std.	Std.	Std.	Std.	Std.	Std.	Std.

CODE: Std.—Standard no extra cost; N.A.—Not Available; D—Dealer Installed Extra Cost; Ext.—Extra cost option.

(1) 4 Two-Tone, 3 Solid (2 Two-Tones, 2 Solid with Bucket Seat).

(2) Plus one in tail-gate for 3-Seat Wagon.

(3) Front Switch standard with Light Package.

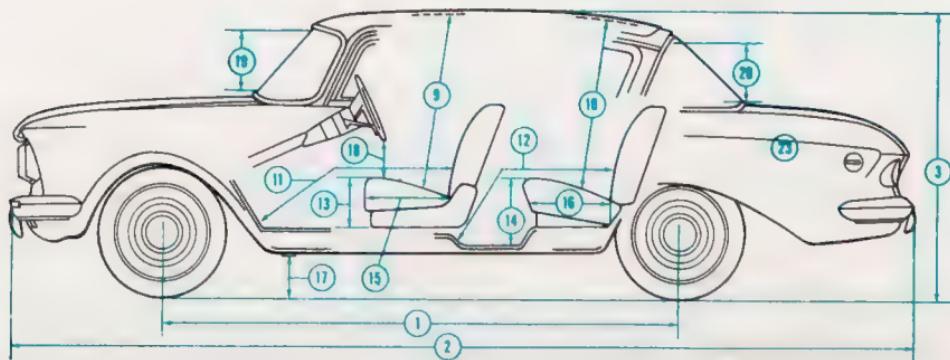
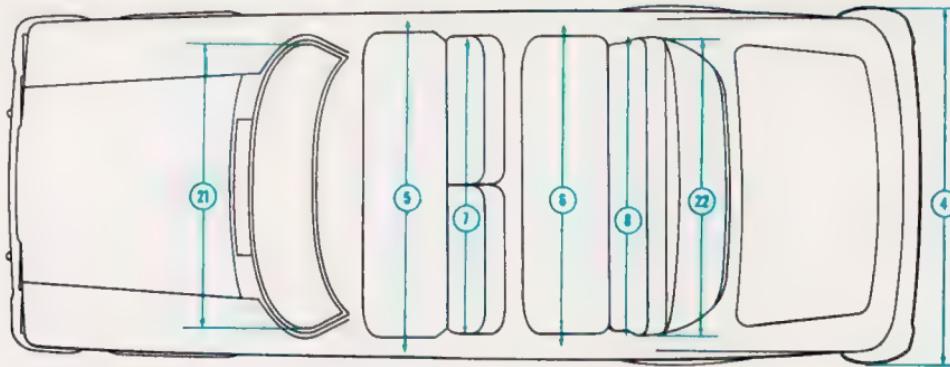
Subject to change without notice

Note: Twin horns standard on all Ambassadors.

STANDARD EQUIPMENT ON ALL 10, 20 AND 80 MODELS: Directional signals. Synchromesh transmission. Double-Safety Brake System. Self-Adjusting Brakes. Bonded brake linings. Engine oil filter. Twin instrument panel ash trays. Double-coat baked enamel solid colors. Fabric with vinyl or all-vinyl interiors. Two coat hooks. Fuel tank filter. Vacuum booster fuel pump with filter. Cellulose-Fiber carb air cleaner. Blackwall rayon (Tyrex) tubeless tires. Front door arm rests. Cigarette lighter. Dual sun visors. Dual headlights. Ceramic-Armored muffler and tailpipe (single). Molded fiber-glass ceiling headliner. Bumper guards. Front seat foam cushion. Non-reclining seat. Seat belt installation provisions. Dome light. Fresh-air vents. Balanced wheel-tire assemblies. Trunk or cargo mat. Bright window moldings.

SPECIFICATIONS

2 & 4-DOOR SEDAN



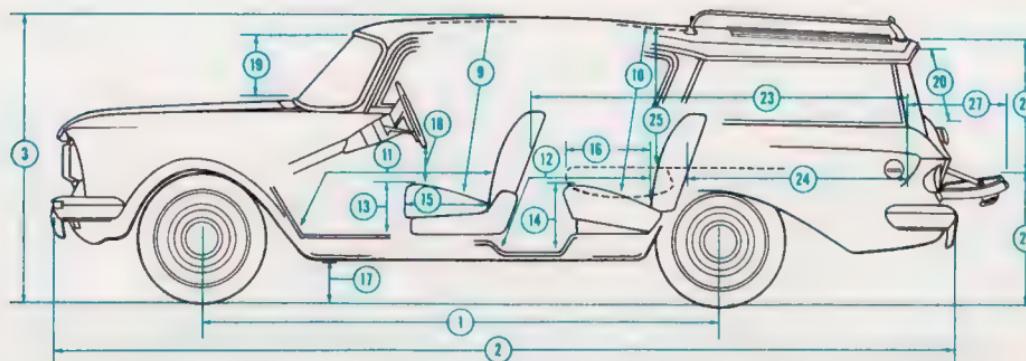
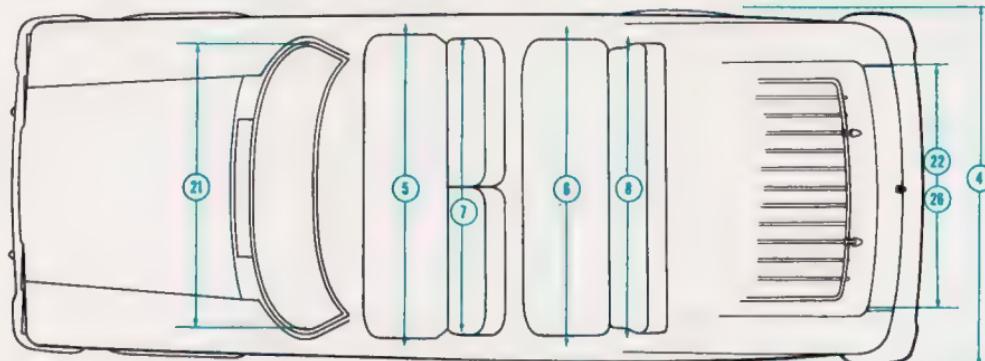
BODY DIMENSIONS

Classic-6..... Series "10"
 Ambassador V-8..... Series "80"

1	Wheelbase.....	108"	15	Front seat depth.....	18.5"
2	Overall length.....	190.0"	16	Rear seat depth.....	17.3"
3	Overall height, loaded, "10".....	57.47"	17	Minimum Road Clearance (loaded) Rear Engine Cross-Member.....	7.0"
	Overall height, loaded, "80".....	57.62"		"10", Rear Axle.....	7.9"
4	Overall width.....	72.4"		"80", Rear Axle.....	7.0"
5	Front seat hip room.....	59.7"	18	Steering wheel to cushion.....	5.9"
6	Rear seat hip room.....	60.4"	19	Height of windshield.....	14.1"
7	Front shoulder room.....	58.1"	20	Height of rear window.....	11.9"
8	Rear shoulder room.....	58.5"	21	Windshield width.....	59.1"
9	Front head room.....	36.0"		Area.....	1260 Sq. In.
10	Rear head room.....	34.5"	22	Rear window width.....	61.4"
11	Front leg room.....	43.6"		Area.....	1236 Sq. In.
12	Rear leg room.....	40.2"		Total glass area.....	3873 Sq. In.
13	Front seat height.....	10.0"	23	SAE Std. Luggage Rating.....	13.5 Cu. Ft.
14	Rear seat height.....	13.9"		Trunk Volume.....	27.8 Cu. Ft.
				Add 0.2" to car height and clearance dimensions for optional size tires.	

SPECIFICATIONS

CROSS COUNTRY STATION WAGONS



Left Side-Hinged Tail-Gate Door is an extra cost option on 2-seat models, and is standard on 3-seat.

BODY DIMENSIONS

Classic-6 Series "10"
 Ambassador V-8 Series "80"

1	Wheelbase	108"	18	Steering wheel to cushion	5.9"
2	Overall length	190.0"	19	Height of windshield	14.1"
3	Overall height, loaded, "10"	57.63"	20	Height of rear window	11.3"
	Overall height, loaded, "80"	57.78"	21	Windshield width	59.1"
4	Overall width	72.4"		Area	1260 Sq. In.
5	Front seat hip room	59.7"	22	Rear window width	47.8"
6	Rear seat hip room	60.4"		Area	530 Sq. In.
7	Front shoulder room	58.1"		Total glass area	4157 Sq. In.
8	Rear shoulder room	58.5"	23	Carrying compartment length (seat down)	82.5" (88.5" Seat Fwd.)
9	Front head room	36.0"	24	Carrying compartment length (seat up)	48.5"
10	Rear head room	34.5"		Carrying capacity (seat down)	80 cu. ft.
11	Front leg room	43.6"	25	Carrying compartment height	29.4"
12	Rear leg room	40.2"	26	Tail-gate opening	47.8" (Top), 49.8" (Floor)
13	Front seat height	10.0"	27	Tail-gate length	22.4"
14	Rear seat height	13.9"	28	Tail-gate opening height	24.5"
15	Front seat depth	18.5"	29	Tail-gate to ground height, "10"	26.4"
16	Rear seat depth	17.3"		Tail-gate to ground height, "80"	26.5"
17	Minimum Road Clearance (loaded) Rear Engine Cross Member	7.0"			
	"10", Rear Axle	7.9"			
	"80", Rear Axle	7.0"			

Add 0.2" to car height and clearance dimensions for optional size tires.

SPECIFICATIONS

ENGINE—GENERAL

Type	
Bore and Stroke	
Displacement	
Horsepower, Taxable	
Std. Horsepower, Brake, BHP @ RPM	
Std. Torque, Lb. Ft. @ RPM	
Opt. Horsepower, Brake, BHP @ RPM	
Opt. Torque, Lb. Ft. @ RPM	
Compression Ratio	
Engine Mounting	4-Point, Rubber Cushion
Cylinder Head Material	Cast Iron Alloy
Cylinder Block Material	Cast Iron Alloy

VALVES

Diameter, Intake, Exhaust	1.594", 1.343" . . . 1.594", 1.250"
Valve Lift, Intake, Exhaust . . . . .	.366", .361" 388"
Valve Rotators (free valve type)	No
Type of Valve Lifters	Solid . . . Hydraulic
Type of Valve Guides	Separate . . . Integral

PISTONS

Type and Finish	Conformatic, Solid Skirt, Tin Plate
Material and Weight	Aluminum Alloy D-132, 14.7 Oz.
Number of Rings	Two Compression, One Oil
Type Lower Oil Ring	3-Pc. Steel, Slotted Rail
Piston Pin	

CLASSIC-6

Cast-Iron . . . Alum.

Six, In-Line, O.H.V.
3 1/8" x 4 1/4"
195.6 cu. in.
23.44
127 @ 4200
180 @ 1600
138 @ 4500
185 @ 1800
8.7:1

4-Point, Rubber Cushion
Cast Iron Alloy

Cast Iron Alloy
Die-Cast Aluminum Alloy

AMB. V-8

V-8, 90° V, O.H.V.

4" x 3 1/4"
327 cu. in.
51.2
250 @ 4700
340 @ 2600
270 @ 4700
360 @ 2600
8.7:1 (9.7:1 Opt.)

Cast Iron Alloy

Cast Iron Alloy

1.787", 1.406"
.375"

Yes

Hydraulic
Separate

Autothermic,
Slipper Skirt, Tin Plate
Aluminum Alloy
Steel Insert, 23.5 Oz.

Two Compression, One Oil
3-Pc. Steel, Slotted Rail

Locked-in-Rod (Press-Fit),
.9305"-.9308" Dia.

SPECIFICATIONS

CONNECTING RODS

Material	
Length and Weight	
Bearing Material	
Bearing Dia. and Length	

CRANKSHAFT

Material and Weight	
Vibration Dampener	
Counterbalanced	
Bearings, Main	
Bearings, Dia. and Length	

CAMSHAFT

Material	
Bearings	
Type Drive	

LUBRICATION

Main, Connecting Rod, Camshaft Bearings	
Cylinder Walls	
Piston Pins	
Tappets and Timing Chain	

Oil Pump, Gear, Fixed Intake	
Oil Filter, Standard	
(1) Steel-Backed Micro-Babbitt Alloy	
(2) Steel-Backed Sintered Copper Lead Alloy	

CLASSIC-6

Cast-Iron Alum.

Drop Forged Steel

6 $\frac{5}{8}$ ", 23 Oz.

(1) . . . (2)

2.0951" x .959"

AMB. V-8

6 $\frac{3}{8}$ ", 27.6 Oz.

(2)

2.2486" x .867"

Drop Forged Steel, 65.5 lbs.

Drop Forged Steel, 62.8 lbs.

Rubber and Friction

Yes, 100%

Four, (1) . . . Four, (2)

2 $\frac{31}{64}$ " x 1 $\frac{1}{8}$ "

#4, 2 $\frac{31}{64}$ " x 1 $\frac{17}{32}$ "

Five, (1)

2 $\frac{1}{2}$ " x .950"

Special Cast Iron Alloy

Four (1)

Five (1)

Chain

Pressure

Squirt Holes in Con. Rods

Splash

Tappets—Pressure

Chain—Splash

Tappets—Pressure

Chain—Pressure Jet

55 PSI @ 3000 RPM

Partial-Flow, Cast-Iron

Full-Flow, Alum.

Full-Flow

SPECIFICATIONS

FUEL SYSTEM

Carburetor
Carburetor, Optional
Fuel Pump
Fuel Filter
Vacuum Booster
Choke
Air Cleaner, Standard
Air Cleaner, Optional
Intake Manifold, Type
Recommended Fuel

EXHAUST SYSTEM

Muffler Type (Ceramic-Armored)
Header Type
Exhaust System
Exhaust Pipe Diameter
Tail Pipe Diameter (Ceramic-Armored)

COOLING SYSTEM

Radiator Type
Radiator Cap Pressure
Circulation Thermostat
Water Pump
Water Pump Location

CLASSIC-6

Single Throat, Holley*

Twin-Throat, Carter

Mechanical, 4 to 5½ PSI

Std. in Fuel Pump and Tank

Std. in Fuel Pump

Automatic, Integral

Cellulose-Fiber

None

6-Port, Iso-Thermal (Sealed-In)

Regular

Separate, Bolt-On

Regular (Prem. Opt.)

Reverse Flow

Sweep-type Manifold,

Single

1¾"

Twin Manifolds,

Single (Dual Std. on Opt. Eng.)

1⅝"

2" (1¾" Dual)

Tube and Fin

14 PSI, Vented Cap

195°F

Centrifugal, Belt Drive

Front of Block

*Single-Throat Carter for automatic transmission.

AMB. V-8

Two-Barrel, Holley

Four-Barrel, Holley

SPECIFICATIONS

CLASSIC-6

Fan
 Fan, with Air Conditioning
 Fan Bearing
 Powr-Saver Fan

14" Dia., Four Blades
 15 $\frac{19}{32}$ " Dia., Five Blades
 Double-Row Ball Bearing
 Not Avail.

AMB. V-8

18" Dia., Four Blades
 18" Dia., Five Blades
 Double-Row Ball Bearing
 Optional

ELECTRICAL SYSTEM

Battery, Rambler Powr-Guard 24
 Battery Type, 12-Volts
 Battery, with Air Conditioning
 Battery Location
 Terminal Grounded
 Generator, Shunt Type
 Regulator, Voltage and Current
 Starting Motor
 Starter Control
 Distributor and Coil
 Distributor Advance
 Ignition Timing
 Firing Order
 Spark Plug
 Other approved Spark Plug
 Spark Plug Gap
 Protection of Circuits
 Sealed-Beam Dual Headlamp No.
 Dual Horns

11MS-45AH 7 Plates/Cell	11HS-60AH 11 Pl./Cell
11HS-60AH, 11 Pl./Cell	
Front Left Side, Under Hood	Front Right Side, Under Hood
Negative	
Delco-Remy	Auto-Lite
Delco-Remy	Auto-Lite
Delco-Remy	Auto-Lite
Ignition Key on Manual Shift, Push-Button on Auto.	
Delco-Remy	Auto-Lite
Centrifugal and Vacuum	
8° BTDC 1-5-3-6-2-4	TDC (1) (2) 1-8-4-3-6-5-7-2
Champion H-10	
Champion H18-Y	
.033" to .037"	
Circuit Breaker and Fuses	
Outer 4002, Inner 4001	
Standard (Except on Deluxe)	

(1) 5° BTDC for automatic transmission. (2) 5° BTDC for optional engine.

POWER TRAIN

Clutch.....	Dry, Single Disc, Borg-Beck
Clutch Diameter, Inside and Outside, Six.....	5 $\frac{1}{8}$ " x 8 $\frac{1}{2}$ "
Clutch Diameter, Inside and Outside, V-8.....	6 $\frac{1}{2}$ " x 10 $\frac{1}{2}$ "
Clutch Release Bearing.....	Ball, Pre-lubricated
Transmission Types.....	Synchromesh (Standard) Overdrive (Optional) Flash-O-Matic (Optional)
Overdrive Reduction Ratio.....	0.7:1
Rear Axle and Gear Type.....	Semi-Floating, Hypoid
Rear Axle Drive Type.....	Torque Tube
Rear Axle Gear Ratios, Classic-6:	
Syncromesh.....	3.78:1 (9-34)
Overdrive.....	4.11:1 (9-37)
Flash-O-Matic.....	3.31:1 (13-43)
Rear Axle Gear Ratios, Ambassador V-8:	
● Syncromesh or Overdrive (Std.).....	3.54:1 (11-39)
Overdrive (Opt.).....	4.10:1 (10-41)
● Flash-O-Matic (Standard Engine).....	2.87:1 (15-43)
Flash-O-Matic (Optional Engine).....	3.15:1 (13-41)
Twin-Grip Differential.....	Optional, All Models

RUNNING GEAR

Tread, Front.....	Six, 58.08" . . . V-8, 58.58"
Tread, Rear.....	Six, 58" . . . V-8, 59 $\frac{1}{8}$ "
Springs, Front & Rear.....	Coil
● Fuel Economy Ratio	

Front Sway-Stabilizer Torsion Bar.....	Ambassador Only
Shock Absorbers.....	Two-Way Hydraulic, Direct-Acting
Rear Shock-Spring Assembly (Optional).....	Load-Levelers
Steering Gear Box Ratio, Overall Ratio, & Wheel Turns:	
Manual.....	24:1 . . . 28.35:1 . . . 5
Power.....	20:1 . . . 23.90:1 . . . 4
Turning Diameter, Feet.....	Six, 37.5' . . . V-8, 37.6'
Power Steering (Optional).....	Linkage Booster
Double-Safety Brake System (Standard).....	Bendix
Self-Adjusting Brakes (Std.) . . . Six, Wagner . . . V-8, Bendix	
Brakes, Servo-Action . . . Six, Wagner . . . V-8, Bendix	
Brake Linings.....	Bonded to Shoes
Brake Lining Area . . . Six, 153.8 Sq. In. . . . V-8, 167.5 Sq. In.	
Brake Drums, Diameter . . . Six, 9" . . . V-8, 10" plus flange	
Parking Brake.....	Operates on Rear Brakes
Power Brakes (Optional).....	Bendix Master-Vac
Wheel Size.....	Six, 5 x 15 . . . V-8, 5 $\frac{1}{2}$ x 14
Tires.....	Goodyear or Goodrich Tubeless
Tire Size, Six.....	6.50 x 15—4-Ply Rated, 2-Ply
Tire Size, Six (Optional).....	6.70 x 15—4-Ply
Tire Size, V-8.....	7.50 x 14—4-Ply
Tire Size, V-8 (Optional).....	8.00 x 14—4-Ply
Tire Pressure (Tubeless).....	24 PSI
Goodyear Captive-Air Tires (4) Standard on 3-Seat Wagons, 4 or 5 Optional on others. (See Page 61)	

CAPACITIES	6210	6280	SHIPPING WEIGHTS, POUNDS
U. S. (Br. Imp.)			DELUXE CUSTOM 400
Cooling System, Qts.	9.5 (7.9)	18 (15.0)	2866 2876 2841
with Heater, Qts.	10.5 (8.7)	19 (15.8)	2888 2898 2853
Eng. Oil, less filter, Qts.	4 (3.3)		3014 3024 2985
Eng. Oil, with filter, Qts.	5 (4.2)		None 3094 None
Std. Trans., Pts.	1.5 (1.25)	4 (3.3)	
Overdrive, Pts.	2.75 (2.3)	4 (3.3)	
Automatic, Pts.	16 (13.3)	22 (18.3)	
Rear Axle, Pts.	3 (2.5)	4 (3.3)	
Fuel Tank, Gals.		20 (16.7)	

LICENSE DATA	6210	6280
Wheelbase	108"	108"
Brake Horsepower	127 BPH	250 BHP
Optional Engine	138 BHP	270 BHP
Bore and Stroke	3 1/8" x 4 1/4"	4" x 3 1/4"
Displacement, Cu. In.	195.6	327
Taxable Horsepower	23.4	51.2
Starting Serial No.	C-625,001	H-160,001
Serial No. Location	Under Hood, right side panel	

GENERAL INFORMATION

Body, Model, Trim, Paint, Date Code Loc. Left Door Pillar
 6—Engine Code No. Loc. Block, upper left front corner
 V-8—Engine Code No. Loc. Generator bracket

CLASSIC SIX	DELUXE	CUSTOM	400
2-Door Sedan	2866	2876	2841
4-Door Sedan	2888	2898	2853
Station Wagon	3014	3024	2985
3-Seat Sta. Wag.	None	3094	None

AMBASSADOR V-8	3249	3259	3283
4-Door Sedan	None	3385	3408
Station Wagon	None	None	3471

*Fleet Sales Only

ADD WEIGHTS:	6210	6280
Automatic Transmission	0	17
Overdrive Transmission	41	15
Radio	8	10
Weather Eye Heater	13	13
All-Season Air Conditioning (and Heater)	70	72
Power Steering	34	39
Power Brakes	16	16
Power Lift Windows	18	18
Undercoating	14	14
Optional Size Tires	12	4
Dual Exhaust & 4-Barrel Carburetor	N.A.	26
Lock-O-Matic Door Locks	5	5
Twin-Grip Differential	4	8
Individual Front Seats	13	13
Bucket Front Seats	17	17
Headrest, Each	5	5
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